

LIVERPOOL GUIDE

BY J. W. F. FARMER

[ENTERED AT STATIONERS HALL.]



TO

THE RIGHT HONOURABLE

THE EARL OF LIVERPOOL;

WHOSE ABILITIES AND EXERTIONS HAVE SO EMINENTLY CONTRIBUTED TO THE

COMMERCIAL INTERESTS OF THE NATION,

AND OF WHICH

LIVERPOOL

HAS SO AMPLY PARTICIPATED;

THIS SKETCH

OF THE GROWING PROSPERITY OF A TOWN SO APPROPRIATELY DISTINGUISHED

BY HIS ADOPTION,

IS,

WITH THE HIGHEST RESPECT,

INSCRIBED BY

LIVERPOOL,
21ST AUGUST 1797.

THE AUTHOR.

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THE
LIVERPOOL GUIDE.

LIVERPOOL being the first town in the kingdom in point of *size and commercial importance**, the metropolis excepted, has of late been the resort of a great number of visitors, for the purposes of commerce.

The advantages the town possesses in its near connexion and ready communication, by internal rivers and canals, with the extensive manufacturing town and neighbourhoods of Manchester; the coal country of
B Wigan;

* These circumstances will be explained in their proper places.

Wigan; the unrivalled potteries of Staffordshire; the exclusive export of Salt; its central situation on the western coast of the kingdom, thereby communicating readily with Dublin and the northern parts of Ireland; and finally, the goodness of the Harbour and the very superior accommodation for Shipping; have all conspired to form it into a vortex that has nearly swallowed up the foreign trade of Bristol, Lancaster, and Whitehaven.

Wealth being the result of commerce, the flourishing state of the town has enabled it to make efforts for its internal improvement, and which it has recently done in a manner not a little extraordinary; this, with the pleasant and salubrious situation of the town, the convenience of sea bathing, its amusements, and the lively cheerful air which regularly pervades it, have of late years made it the resort also of *strangers* of all descriptions, for the purposes of health and amusement; and have made it necessary to procure a **GUIDE** to direct them to, and explain

LIVERPOOL GUIDE.

plain such objects as may be most worthy their attention.

They who would wish to inform themselves more particularly of the history of the town, its increase of trade and population, and the comparative salubrity of its situation, may, at their leisure, consult the following publications, being all that have appeared on those subjects:

“ *An Efsay towards the History of Liverpool*, by W. ENFIELD; with *Views of the Public Structures*, a *Chart of the Harbour*, and a *Map of the Environs*.”---Folio, 1773.

“ *A Familiar Medical Survey of Liverpool*; addressed to the *Inhabitants*. Containing *Observations on the Situation of the Town*, the *Qualities and Influence of the Air*, the *Employments and Manner of Living of the Inhabitants*, &c. By W. Moss, Surgeon, LIVERPOOL.”---Small Octavo, 1784.

“ *A General and Descriptive History of*
B 2 “the

the ancient and present *State of the Town of Liverpool, &c.*"---Octavo, 1795. No AUTHOR'S name.

"*The Liverpool Directory*, by J. GORE," 1796.

DR. AIKEN'S "*Description of the Country round Manchester*," gives a detail of the history and commerce of Liverpool; 4to, 1796.



INNS AND TAVERNS.

The Inns are numerous, and equally variable in their accommodations, adapted to all ranks and descriptions of travellers.

The largest Inn is the *Hotel* at the bottom of Lord-street; where are accommodations for families of the first rank, their retinues, carriages, and horses; as also every other description of travellers, who wish to be well accommodated. There is a public ordinary every day.

This

This situation is deemed the most central in the town; it is also the lowest with respect to elevation.

The next, in point of magnitude, is the *King's Arms*, in Water-street, near the Exchange; and furnishes accommodations nearly as extensive as the Hotel, either for parties, families, or single travellers. It has a public ordinary. It was formerly the successive residence of some of the most distinguished merchants of Liverpool.

Immediately adjoining the *King's Arms*, is the *Talbot Inn and London Tavern*; and which is very similar, in accommodation, to the former. The Mail and other London coaches put up there. It is much frequented by travellers to and from Dublin. A public ordinary.

The *Crown Inn*, Redcross-street; a commodious house. London and other stage coaches go from hence.

The

The *Golden Lion*, top of Dale-street; formerly the largest and best Inn in the town, consequently has many accommodations for travellers. Some of the Warrington, Manchester, &c. stage coaches, go from hence. A public ordinary.

The *Angel Inn*, a little lower down in Dale-street; a commodious travellers Inn. Stage coaches for Warrington, Manchester, &c. likewise go from this house. A public ordinary.

There are other travellers and carriers Inns in Dale-street, High-street, Tythebarn-street, &c.

The *Star and Garter*, Paradise-street; a Tavern, not an Inn. Genteel accommodations for parties, for eating or lodging, upon the plan of a regular Tavern.

The *Globe Tavern*, John-street; similar to the *Star and Garter*. A public ordinary.*

The

* Private lodgings may always be had, and frequently ready furnished houses, by application at the Inns and Taverns.

The wines are in general of a good quality at the principal Inns and Taverns, from the opportunities the keepers have of purchasing them in their pure state, on their immediate landing upon the quays, from abroad.

IRISH, &c. PACKETS.

There are several packets to Dublin, for the exprefs purpose of conveying passengers, horses, carriages and luggage only; all of which are very commodious, and sail almost daily, when the wind permits. For particulars, the stranger will be conducted to the different packet-offices for information. There are a number of trading vessels to Dublin and all parts of Ireland, particularly to the northern ports.

There are a few packets to the Isle of Man, of similar construction and convenience with those to Dublin.

FERRY

FERRY BOATS.

These are numerous across the river into *Cheshire*, to the different ferry-houses. It is to be regretted, that, as at most ferries, the prices and other regulations should not be fixed, so as to be under the control of the magistrate, as on the *Thames*; which would prevent the daily impositions that are practised, especially upon strangers, and which are frequently to a shameful excess.

The ferry-houses on the opposite shore in *Cheshire*, are (beginning with the lowest down the river, northward, and continuing in succession southward, up the river) *Seacombe*, *Woodside*, *Rock House*, *New Ferry*, *Eastham*, and the *Chester Canal Boat House*. The first four are navigated by open boats of different sizes, for the conveyance of passengers, horses, carriages, cattle, &c. All, except the first and last, communicate with *Chester* by good roads, post chaise, &c. The first has a chaise to the Hotel at *High-lake*; and the last communicates with *Chester*

ter

ter by an elegant packet on the Canal. Beside post chaise, there is a double stage coach from Eastham to Chester. Passengers to Eastham and the Canal, are conveyed in large covered boats, that are very commodious, as they each contain two distinct cabins, and do not carry horses, &c.

The fare from hence to Eastham and Chester in the first apartments, is 3s. In the second 1s. 8d. without any other expence. From hence to the Canal Boat; the first cabin 1s. the second 6d. the Canal Boat, first cabin 1s. the second 6d. the whole 2s. 6d. and 1s. 6d.

The fare to the first four Ferrys, is twopence for market people and common passengers. Sixpence is generally expected from the upper orders of passengers. A boat for one person across the river is commonly 1s. two or more may be conveyed for the same price. A party of more than two may hire a boat for 2s. to take them over, and bring them back at any time they please,

c

that

that the wind and weather will permit; being careful to make an agreement beforehand, and not to pay till their return; otherwise imposition would be the certain consequence. The smaller boats with one mast each, are to be preferred, in moderate weather, to the larger with two; as they are handier, can land in shallower water, are capable of being rowed in calms or contrary winds, and are equally safe. The passengers of both sexes are carried in and out of the boats by the boat-men, with great ease and safety, when the tide will not allow of their approaching sufficiently near the piers.*



HACKNEY COACHES AND CHAIRS.

Hackney coaches, are numerous; and may be had, at any time, to any part of the town
and

* This awkward practice prevails chiefly on the opposite shore; the projecting pier and slip at St. George's dock, which extend to low water mark, prevent the necessity of it *there*.

and country, except, as in London, on the sudden fall of rain. The fares and regulations, very similar to those in London, are as follow:

FARES OF COACHES AND CHAIRS IN TOWN.

For carrying four passengers, not exceeding a mile 1 6

For carrying four passengers above a mile, and not exceeding a mile and a half 1 6

And in like proportion for a greater distance.

If required to go out of the direct way to set down any person, the further sum of 0 6

And if required to take in other passengers before the end of the fare (the whole not exceeding four) for each such detention, the further sum of 0 6

For a coach and pair, carrying four passengers per day 12 6

For the same per hour, the first 1 6

Each successive one 1 3

NOTE.—*It shall be at the Coachman's option to go by time or distance.*

If he go by distance, and be required to stop and wait, he is to have, for every quarter of an hour's waiting 0 6

When called from home after twelve at night, double fare, except on assembly, play, or public concert nights, when double fare shall not be paid till one in the morning.

All distances to be measured the nearest carriage way from the place the person is first taken up at.

RULES FOR THE REGULATION OF COACHMEN.

1. Every coach shall be numbered and entered at the Town Clerk's office.—Penalty 10s.

2. No coachmen shall demand more than the rates before allowed, or refuse or delay to drive a fare for the same, when called, by day or night, fair or foul weather.—Penalty, 10s.

3. No coachman shall refuse the first fare that offers, unless really pre-engaged.—Penalty, 10s.

4. Every coachman shall have a check-string, from the inside of his carriage, fastened round his hand or arm, when driving a fare.—Penalty, 5s.

5. No coachman shall leave his carriage, or suffer it to stand in any street or thoroughfare by night.—Penalty, 10s.

6. No coachman shall drive his carriage upon the foot-way in any street or high road.—Penalty, 10s.

7. Every person calling a coach, and not employing it according to the call, shall pay the coachman half (and if kept waiting fifteen minutes or more, the whole) of the intended fare.—Penalty, 10s.

8. No person shall blot out, deface, or alter the number of any coach.—Penalty, 10s.

CHAIRS.

CHAIRS.

- Any distance under 1000 yards 0 6
- Above 1000 yards, and not more than a mile . . . 1 0
- And in proportion for greater distances.

Chairmen shall wait or stop five minutes at a time, or fifteen minutes in the whole, of one fare; but if detained longer, and not more than half an hour, they receive, beside the fare, 0 6

Chairmen are under the same regulations as Coachmen. Complaints for both to be preferred to the Mayor or other Magistrate of the town, within six days; the fines to be divided between the informer and the poor.

*SURVEY OF THE TOWN, DOCKS, &c.**

The stranger, in viewing the town to the best advantage, should begin at the EXCHANGE; where the spacious street before him;

* The following *survey* may be made in a carriage, on horse-back, or on foot, as the weather and other circumstances favour it. In wet weather, the neighbourhoods of the docks are generally too dirty, for ladies especially, to walk; and therefore the *accompaniment* of a carriage,

him†; perfectly uniform on the right hand, and nearly so on the left; all shops, containing every thing useful and ornamental, to indulge the taste and gratify the necessities; presents a view not to be excelled, perhaps in the *Capital*. The *spire* of *St. George's Church*, on the right, shooting over the lofty buildings near the middle of the street, which is terminated by the beautiful eastern extremity of the Church, and the perspective finished by the distant appearance of ships masts; with the extreme point of *St. Thomas's* spire, on the left; affords a view as grand as it is novel. To the right, in the middle of *Castle-street*, *Brunswick-street* affords a view of the ships in *St. George's Dock*.

Around the Church, is the market for vegetables and fruit. Vegetables, the growth
of

a carriage, &c. may be necessary; but less so from that cause in dry weather. The length of this first part of the ramble, is about three miles; but which the varying amusements appear to shorten.

† *Castle-street*; the *Chqapside* of *Liverpool*.

of the open garden, are found here earlier, in greater perfection and abundance, and cheaper, than in any other part of the kingdom. Oranges, from Spain, Portugal, and the Western Islands, in the season, are commonly so plentiful, as to scent the ambient air as fully as when in their native groves. The surrounding country being unfavourable to the production of the more delicate fruits, they are not very plentiful here. The best may be had in the shops on the east side of Castle-street, already passed. In turning about, when at the Church, the reverse view of Castle-street is, of course, obtained, and which is terminated by the front of the Exchange; except that, at the opening on the right of the Exchange, *St. Paul's* may be seen, at a distance, to raise its swelling dome above the interposing buildings, and to finish the view. This dome will be seen more perfectly, when some houses are taken down to widen the street beyond the Exchange. The Exchange also will be more perfect when the intended cupola is erected; and more especially if its mountainous roof,
at

at present so offensive to the eye, should be removed.

Castle-street being wider at the north than the south end; it was proposed to bring the east side forward, for the purpose of obtaining a regular perspective, and by which means the Exchange would finally have terminated the view on the east as it now does on the west side of the street. Mr. WYATT, the architect, being consulted, gave it as his opinion, that it would be better to let it remain as it is. A little irregularity in a view is often more pleasing than studied uniformity; and which appears to be the case in that before us. This street was so called from a *castle*, which once stood where we now are. It was surrounded by a ditch twelve yards wide and ten deep; communicating with the river by a covered way, which yet remains. It was otherwise well fortified; as, in 1644, the Parliament forces sustained a siege of a month, under the command of Colonel More, against Prince Rupert, before it was taken.

Pursuing

Pursuing the course down *Pool-lane*, the eye should not be turned to either side, as it would be offended at the very indecorous practice of exposing the shambles meat in the public street,* but be directed straight forward to the ships, which will be found to be in the *Old Dock*, at the bottom of the street†. The view backward, from the bottom of this street, has a good effect.

This was the first made dock in Liverpool, about 75 years ago. Its scite was a *Pool*, that wound round and extended the whole length of the old and high part of the town, on the east side, along Paradise-street and Whitechapel. Tradition says, that a singular bird, called a *Liver*, formerly frequented this *pool*; hence the place was called

D

Liverpool,

* An Act of Parliament was obtained, some years ago, to suppress this custom, and remove the slaughter-houses, but has not yet been put in force.

† The shambles, however, are confined to the upper part of the street, and some good shops will be found lower down.

Liverpool, and the *Liver* adopted as its *Crest*.

The first idea that strikes a stranger, on coming to this dock, is the singularity of so great a number of ships in the *heart of the town*, without discovering any communication with the *sea*. He must awhile suspend his curiosity, and turn to the left. Viewing the commodious lading and unloading of the ships, as he proceeds along the quay, till he has turned the first corner of the dock; he will there be presented with a view of the *Custom House*, on the left, and the beautiful spire of *St. Thomas's Church*, rising majestically before him over the buildings which terminate his view in front.

Chains will be found to extend along the dock; which became necessary to prevent strangers and others falling in in the night, from missing their way, from intoxication, &c.

Proceeding still along the quay, the *Custom*
tom

tom House is passed; which has nothing, external, to recommend it to a particular notice. Its situation is central with respect to the docks, and therefore commodious.--Near this south east corner of the dock, are extensive warehouses of the various productions of the Staffordshire potteries.

Pursuing this direction, without turning the next corner of the dock, which would afford nothing new*, an opening presents into *Clieveland-square*. The *obelisk* in the centre, the original attempt at uniformity in the buildings, with the once row of trees before the houses, conspired to make it an eligible residence. It has ceased to be so now, as may be observed from the almost total loss of the trees, houses being made into shops, and the square being converted into a market of all sorts of provisions and wares†.

D 2

This

* The dock may be passed round, at the pleasure and convenience of the party.

† *St. Thomas's Church*, being so near at hand, may readily be viewed, by stepping aside to the right, opposite the *obelisk*.

This square terminates at the opposite extremity with a street called *Pitt-street*, so named after the father of the present Chancellor of the Exchequer.

The first turning on the left hand, after entering *Pitt-street*, leads into *Duke-street*. In this avenue, called *York-street*, is an iron foundry belonging to the Coalbrookdale company.

The view up *Duke-street*, has always a pleasing effect, even to an inhabitant who sees it daily. For, notwithstanding a want of exact uniformity, as the street is more than half a mile long, has a gradual acclivity, increases in width as it ascends, is always clean, and the houses all neat, many elegant; with scarce an interruption of a shop, public house or warehouse; the effect must necessarily be engaging.

The bend in the street relieves the eye from the confusion that would ensue from too many objects in so extended a view, and
leaves

leaves the imagination something to expect; and in which it will not be disappointed by what succeeds.

In looking down when about the middle part of the street, the tops of the masts of ships, in the dock already passed, may be seen.

Near the top of the street, on the right hand, is an intended street, called *Great George-street*; which promises to form a good street. From hence the spire of St. George's church may be viewed to advantage*.

At the top of the street, on the left, branches off *Rodney-street*; so called, after the gallant admiral of that name; and will make a very handsome street.

Duke-

* Most of the public edifices may be viewed thus advantageously from different parts of the skirts of the town.

Duke-street was the first attempt at embellished extension the town experienced; and was considered an airy retreat from the more busy and confined parts of the town. As it was begun without a regular design, its architecture is variable. Yet from its favoured access, elevation and other natural advantages, it must, especially the upper parts, when completed in the improving style of building, preserve that decided superiority over every other part of the town it originally possessed.

At the top of Duke-street will be observed, the opening of a subterraneous passage, that leads to a *delf*, or *quarry*, from whence stone is procured for the construction of the docks and public edifices. The stones are cut out of the solid rock, in such shapes and sizes as the purposes they are adapted to require.

An inclination to the right, leads to the *Mount*, or *St. James's Walk*; where we enter
(on

(on foot*) upon a gravelled terrace, 400 yards long. It has been compared to the terrace at Windsor. From hence we have a very extensive prospect, across the *Mersey*, of the north part of Cheshire, in front; and the distant mountains of Flintshire and Denbighshire in North Wales, which fill up the back ground. The view of the interior, eastward, is very limited. From an elevated part of the *walk*, in a north-east direction, the village of *Edge-hill* has a good effect.

On facing the river, in a south-west direction, on the left, at about the distance of twenty miles, lies *Chester*, which may be discerned in clear weather.

A little to the right of the direction of Chester, and nearly over a spire steeple in Cheshire, at eleven miles distance, is *Park Gate*, on the east bank of the *Dee*. In a yet more straight direction, a little to the right of a prominent windmill in Cheshire, appears
a beautifully

* A horse-block is placed near the entrance of the *walk*.

a beautifully indented, smooth chasm in the Denbighshire mountains, which forms a valley that leads to Llewenny bleach works, on the eastern confine of the delightful Vale of Clwyd. Cambden fancied these mountains to resemble fortifications. The breaks are not so irregular as in most mountainous situations; yet it requires a fanciful imagination, to admit the similitude.

These beautiful pases, mountains and vales, now so happy, retired and peaceful as to constitute a true *arcadia*, were formerly scenes of blood, during the contests of the natives with their different invaders; so that in finally losing what they esteemed so valuable, their independence as a distinct nation, they have obtained a share of protection, quiet and comfort, that can in no part of the world be exceeded. The difficult access and language of the country, while they exclude, in a great degree, the refinements of society from the inhabitants, prevent the introduction of many of its vices and follies, and still preserve them in quiet possession of their native simplicity of habits and manners.

In

In passing still more to the right, or northward, the eye loses the more distant Welch mountains, and becomes engaged with the nearer Cheshire hills; especially that of *Bidston*; on which may be perceived, to the right of a windmill, the *light-house* and *signal poles*.

Immediately on the right of the light-house, the break in the hill affords a beautiful prospect of the sea, whereby ships may be seen at a great distance, in the direction in which they come from and go to sea. On that low part of the land, may be seen another light-house; and nearly immediately behind the first, is the Hotel at High-lake, distant about ten miles.

The eye being extended yet farther to the right, reaches the most northern extremity of the Cheshire shore (a narrow point, called the *Rock*, round which every vessel passes in coming in and going out of the harbour) and then becomes lost in the vast expanse of the Irish sea.

The opposite shore of the *Mersey*, with the ferry-houses on its bank; the river, with the vessels sailing and riding at anchor*; and the town, skirted along its margin with the masts of ships in the docks, with its towers and spires; all so immediately under the eye; has a good effect.

The interest of this engaging prospect will be considerably varied, not only by the weather, but by the direction of the wind. The easterly winds, from blowing the smoke of the town over the river, obscure the view; while the westerly winds, in clear weather, particularly favour it.

The grove and shrubbery, behind the terrace, may be entered by a wicket on the right of the avenue leading to the building, every day except Sunday. The building was formerly a tavern, but now converted into
different

* Ships frequently lie at anchor under the Cheshire shore, waiting for a fair wind to go to sea.

different private dwellings. The terrace and grove are both made ground; the soil and materials having been carried thither for the purpose. The greatest part of the grove has been filled up, from the depth of the adjoining quarry, after removing the stone.

As the *walk* and adjoining grounds belong to the *corporation*, they have determined to prevent any buildings being erected in front, that may interrupt the prospect towards the river; it is obvious, therefore, that if a certain space, in front, was converted into pleasure ground, it would have a charming effect; and would be done at little expence, compared with that behind the walk.

Before we quit this engaging spot, let it be observed, that its beauties have long ago been sung by a *native bard**; under the title of "*Mount Pleasant, a Poem.*"

E 2

On

* Author of *Lorenzo de Medici.*

On leaving the walk, at the extremity opposite to where we entered it, we take a direction towards the river, down the road which passes by *St. James's Church*. The road which we then cross, leads, on the left, to *Toxteth park*, or *High park*; the first on the right, is Great George-street, already passed at the opposite end; and the second, *St. James's-street*, so called from leading to the church of that name. Here a good perspective of the beautiful spire of *St. Thomas's* is procured; although a lofty warehouse obscures the lower or tower part. This street will be perceived to terminate with a church at each end.

Continuing in a straight direction to the river down *Parliament-street* (a most unappropriate name) we have directly before us, over the river, a white house; which is *Birkenhead Priory*; with the remains of an Abbey, whose ivy-clad ruins yet remain to characterize it. The chapel is perfect, and now used as a place of worship. One or two hanging

hanging villages on the opposite shore are discovered from hence.

At the bottom of this street or road (which limits the boundary of Liverpool, all on the left being held under the Earl of *Sefton*, and named *Harrington*) on the left, is a road which leads to a *mill*, at half a mile distance, that is worked by the *tide*; which, no doubt, is a singularity, as a patent was obtained for it. A lofty irregular building on the right, is the *Oil-house*; for the purpose of preparing the oil from the blubber of the whale, annually brought from *Greenland*; the smell from which is so offensive, during the process, as to be very disagreeable, even at some distance in the direction of the wind, although no way hurtful. It will be advisable to pass it on the windward side, to avoid the smell.

Having passed the *Oil-house* (fortunate, if without offence to the olfactory nerves) we break in upon the

QUEEN'S DOCK;

The newest, largest and best finished dock in the town; being 270 yards long, and 130 broad; comprising an area of 35,100 square yards; and finished at the expence of about 25,000l.

Crossing the end of the dock, to the left, we turn along its west side. On the right, are the ships in the dock, equipping, loading and unloading, with the greatest ease, safety and convenience; whilst on the left, are other ships, repairing in the *Graving Docks*. In these latter highly finished docks, the ships will be found as commodiously placed for repairing or altering, as when first building tipon the stocks. The ship is floated hither by the tide at high water, and left dry at low water; the flood-gates are then shut, and the water afterward excluded till the repairs are completed; when, the flood-gates being opened at low water, the dock is filled the next tide, and the ship then floated out.

Foot

Foot passages over the gates of the two graving docks, afford an opportunity of going upon the *pier*; from the wall of which, a very extended view, up and down the river, may be obtained; as also a pleasing landscape of the opposite shore. A new oil-house is building there.

The flood-gates of the Queen's Dock are, as will be observed, of the same construction with those of the graving docks; only, that being designed to retain the water *in* the dock, they are hung in a contrary direction.—A pleasing cascade may often be observed from these gates at low water.—The draw-bridge is a finished piece of workmanship, and does great credit to the artist, Mr. MORRIS. The gates are 25 feet high, and 42 feet wide.

On looking from the bridge toward the river, we see the *entrance* from the river into the *bason* before us; which latter becomes dry at low water, and hence is called a *dry dock*. This entrance and bason serve also the the purposes of the adjoining *King's Dock*.
The

This narrow entrance and bason are highly essential; for in stormy weather, the swell of the sea would endanger the flood-gates, if they were exposed to the open river; and in the same weather, the ships could not be got safely into the dock, if opportunity was not given to check their velocity before they reached the gates; which, in the sea phrase, is *bringing up*; and which could not be done if they were left to be acted upon by the wind and waves, and the current of the tides, the powers of which are chiefly broken off by the *piers* which form the narrow entrance; where ropes from the ship can be made fast, to check its speed. Several ships can come into this outer dock, as into an antichamber, in quick succession, and there remain in safety, to be conducted through the opened gates of the interior dock, at the leisure of the parties concerned. The same advantages also accrue in going out of the dock into the river. A *buoy* is placed in the centre of the dry dock, to fix ropes to, for the purpose of assisting in the docking and undocking of the ships.

HOMER'S

HOMER's description of the port of Ithaca, on the landing of Ulysses, is here exemplified:

"Two craggy rocks projecting to the main,
 "The roaring winds tempestuous rage restrain;
 "Within, the waves in softer murmurs glide,
 "And ships secure without their halsers ride."

ODYS.—BOOK XIII.

Also in the harbour of the Lestrigons, the allusions, excepting the latter part of the second line, are not less striking:

"Within a long recess a bay there lies,
 "Edg'd round with cliffs, high pointing to the skies;
 "The jutting shores that swell on either side,
 "Contract its mouth and break the rushing tide.
 "Our eager sailors seize the fair retreat,
 "And bound within the port their crouded fleet;
 "For here retired the sinking billows sleep,
 "And smiling calmness silvers o'er the deep."

ODYS.—BOOK X.

What the poet's imagination feigned, is here chiefly realized by art.

The walls and constructions of and about the docks, are of stone, dug out of the quarry above; and all the ground about us is artificial, being an incroachment upon the river, and filled up with earth and other materials brought from the quarry and higher ground.

The salary of the *Dock-master* is 105l. a year; whose office is to regulate the internal decorum of the dock, by allotting the positions of the ships in their loading and unloading; to direct the management of the flood-gates; and to attend to the docking and undocking of the ships at the times of the tide when the gates are open so that the ships can come in and go out; for without such a *regulator*, who is obliged to act with impartiality, according to existing circumstances, confusion and consequent injury would regularly ensue. This dock, at present, is chiefly occupied by American ships, those from the Greenland fishery, and others under repair. Passing on, we immediately come to the

KING'S

KING'S DOCK;

Made a few years before the Queen's; not so large as the Queen's; being 290 yards long, and 90 wide; comprising an area of 26,100 square yards; and finished at an expence of about 20,000*l*. The gates are 25 feet high, and 42 feet wide. A very commodious swivel foot-bridge, gives a passage over the gut to the pier, when the dock-gates are open.

Continuing along the east side of the King's Dock, we approach a long, low building, on the right; which is the **TOBACCO WAREHOUSE**; for the lodgment of all the tobacco imported. It was erected by the Corporation of Liverpool, and is rented at the annual sum of 500*l*. by Government, for the purpose of storing or lodging all the tobacco imported here, until the duties are paid. For this purpose, the extent of quay opposite this warehouse, is the only place in the port where tobacco can be landed. By this means,

the tobacco is immediately rolled into the warehouse on landing; is there examined, weighed and secured; and thus preserved from that smuggling and pilfering so much complained of in the London river; and to prevent which, the necessity of *wet docks* there, has been so strenuously urged. When the manufacturer wants a hogshead, or more, of his tobacco, he sends the duty, and the tobacco is delivered accordingly.

This may, of the kind, be deemed an elegant building. It is 210 feet long, and 180 broad; and will contain 7000 hogsheads.

The *King's Dock* is frequented by ships from America, for the purpose of unloading their several products. Also by our own and those of the northern states from the Baltic, &c. with timber and naval stores; the spacious contiguous yards and warehouses being well adapted to their reception.

The *salary* of the Dock-master is 105l. a year.—A singularity attended the opening
of

of this dock. One of the three ships that are recorded in history to have carried troops from hence to Ireland, to raise the siege of Londonderry; in 1688, entered this dock on the first day of its being opened in 1788; just 100 years afterward. The coincidence of circumstances is not less surprising than the extraordinary *age* of the vessel, a brig, which still continues to trade between Ireland and Liverpool, and is called the *Port-a-Ferry*.

The interposing ground between these docks and the river, is chiefly employed for timber yards and ship building.

Turning the corner of the tobacco warehouse, we obtain a view of its other fronts. The street into which we enter is called *Wapping*, aptly enough named after the same in London. The large warehouses which here present themselves, are chiefly for the storing of corn. In this neighbourhood we shall find *roperies*, *anchor-smithies*, *block-makers*, *sail-makers*, and every business connected with the *naval department*, in great abundance;

dance; together with a number of *public houses*, for the cooking and accommodation of the shipping; for as fires and candles are not suffered on board the ships in the docks, for obvious reasons, public houses become more necessary.

Directing our course northward, we soon reach a small dock, which belongs to the *Duke of Bridgewater*, for the use of his flats (forty-two in number, of fifty tons each) that convey goods by the communication of the *Runcorn canal*, sixteen miles up the river, to all the interior manufacturing towns and neighbourhoods of *Manchester*, the *Staffordshire potteries*, &c. &c.* to an amazing extent. The adjoining warehouse, is for the security of the goods before and after they are shipped and unshipped; to which purpose the adjoining yard is also applied, Proceeding

* One hundred and ten vessels of this description are employed upon the river, chiefly in conveying salt down from Northwich, &c. as also a good many others, in bringing down coals from the Sankey canal.

ceeding a little farther, we approach the

SALT-HOUSE DOCK;

So called from former salt works on the right, where the common salt, we use, was made from the native rock. This manufactory is removed many miles higher up the river, to a place called *Garston*, to the great benefit of the town; as the vast quantity of coal smoke emitted from it, made it very offensive.—This was the second made dock. The upper end, on which we enter, is chiefly employed as a receptacle for ships that are laid up. The lower parts are mostly for corn and timber ships. The form is irregular. It comprizes an area of 21,928 square yards; and has a length of quay of 640 yards.

The space between this dock and the river, behind the buildings, is chiefly occupied as ship-builders yards; and some of the finest ships of their size, in the British navy, have been built there; as the *Adamant* and *Assistance* of fifty guns; and the *Phæton*,
Nemesis,

Nemesis, Success and other fine frigates.
These yards may be viewed.

Tracing the quay till we come to the flood-gates, which are 23 feet high, and 34 feet wide; and which, with the draw-bridge, are inferior in point of construction to those at the Queen's Dock; we open upon a very large *bason*; which is dry at low water, and hence called a *dry dock*, as we observed at the Queen's Dock. Keeping to the right, we presently reach the

OLD DOCK;

The first dock we met with on the outset of our ramble. From the *draw-bridge*, we see, towards the river, the gut or entrance into the bason from the river; and that the gut and bason accommodate both this and the Salt-house Dock. Looking up the dock, we observe the Custom House, we before passed, facing us at the other end. This first constructed dock has been made about 75 years. Its walls were originally of brick. It is 200 yards long; of irregular breadth, but

but which may average 80 yards; with an area of 16,832 square yards. The gates are 23 feet high, and 34 feet wide.

This dock is a receptacle of West India and African ships, as it is contiguous to the warehouses of the merchants concerned in those branches of commerce. Also Irish traders, and vessels from Portugal, Spain, and the Mediterranean. The surrounding houses are altogether public houses, or shops with such articles of wearing apparel, &c. as are most commonly wanted by seamen. Adjoining the outside of the gates of this dock, is a *slip*, where fish is most commonly landed from the different fishing boats from Ireland, Scotland, and the more adjacent neighbouring coasts.

As we proceed along the *dry dock*, we observe a great many small vessels, chiefly sloops with one mast each, and which are coasting traders, mostly from the northern coast, extending to Scotland; as may be observed by painted boards, hung upon the most con-

spicuous parts of the rigging, denoting the places they are bound to. This trade is very extensive, consisting of the importation of corn and other provisions, slates and the different natural productions of the country; and of the exportation coastways of every article of our West India produce, the Mediterranean, Portugal, Spanish and Baltic trade. This is generally a busy, crowded place. Coasting along this dry dock, we at length arrive at the south gates and draw-bridges of

ST. GEORGE'S DOCK.

Here are *two bridges* over this entrance, at the opposite extremities; for as the ground on the other side is insulated at high water and when the flood-gates are open, it is necessary the communication should not be interrupted; hence, by the act of Parliament procured for making St. George's Dock, it is so provided, that one of the bridges shall always be down, under a penalty if otherwise.

Crossing

Crossing one of the bridges, we are upon *Man's Island*;* all artificial ground, raised from the sea. The left direction leads us to the quay where the Dublin packets lie, with their packet-houses and offices facing them; which buildings are called *Nova Scotia*. A little farther leads to two *graving docks*; another being on the opposite side of the dock gut, or entrance into the dry dock; all similar to those we viewed at the Queen's Dock.

Returning the way we came, we reach the south end of *St. George's Dock*; but instead of passing in a direction along its quay, we keep on toward the river. A circumstance occurred on this spot, which cannot be passed over.---The docility of the *cart-horses* of Liverpool, perhaps exceeds that of any in the kingdom, or even the world. The carters usually direct their horses motions by word only, without touching the reins; and can make them go to the right or the left, backward or forward by the word of command,

G 2

with

* So named from being first inhabited by a person of the name of *Man*.

with as much precision as a company of soldiers. A *parrot*, of no mean parts; as it appears; by frequent hanging out from one of these houses facing the dock, had acquired a variety of language; and more especially that particular part which so frequently requires the horse to back his load, to discharge it into the ship in the dock. A carter having unfortunately left his cart with the back to the dock, *pol*, in a garrulous mood, unluckily happened to cry, *back---back---back---* several times so distinctly and loudly, that the well-tutored animal, obeying the word of command, actually backed the cart, so as to precipitate it and himself into the dock. The horse was preserved.

That two brute animals, of totally different species, perfect strangers to each other, should be capable, without any assistance, of directing and executing a regular action by means of the human language; is a curiosity perhaps unparalleled in the history of the world.

On the left, as we advance, lies the *Manchester*

chester old quay, the resort of that company's *flats*, 32 in number, which convey goods to and from Manchester daily, all the way by the river, without entering a canal, as is done by those of the Duke of Bridgewater.

We now arrive at the *river*, and have, on the right, a *terrace* 230 yards long, which is purposely designed for a *public walk*, as carriages are not suffered to come upon it, and is called the *Parade*.

The view from hence can perhaps be no where excelled, especially at or a little before high water, and particularly at spring tides; when a number of vessels, of all descriptions, moving in all directions, so near at hand, forms a moving picture, highly engaging and interesting; and which, from the variety it always affords, is entertaining even to those who see it most frequently. At all times, the view up and down the river is fine. At the other end of the *Parade*, is a *pier* that projects

jects farther into the river, from whence a more extended prospect can be obtained.

The houses on the opposite shore, are the *ferry-houses* before mentioned (*page 8.*) Down the river, we observe the *rock point*, with a *guide post* upon its extremity; round which the ships pass and repass to and from sea. A little on this side the *rock*, may be seen the *powder magazines*; where all the gunpowder for the use of the ships, and other purposes, is kept. They are placed at that distance (about three miles) to prevent bad consequences to the town in case of accident; they are also much out of the way of accident from fire. Ships often lie off there at anchor, sheltered from the westerly winds, under the high land, waiting for a fair wind to proceed to sea. Many years ago, a ship, at anchor there, blew up. The concussion was considerable in the town. Ships in the docks are not permitted to have gunpowder on board.

A little down the river on this side, will
be

be observed the *Fort*; and, at a great distance farther down, two lofty *pillars*, which are the *Formby land-marks*.

On the left of this *pier*, is a *sloping road* or *slip*, which gradually descends to *low water mark*, where a number of *boats* are constantly lying for the purpose of being hired to convey passengers, horses, &c. to the different *ferrys* on the opposite shore; as also for pleasure, up and down the river, as the wind and tide will permit. Although there are many conveniences for taking the water at the other docks, similar to this; yet this is much the most commodious, cleanest and safest. The others are mostly within the dry docks; so that the gut or entrance to the dock must be passed through, which is oftentimes tedious, and even unsafe, from the number of vessels generally passing in and out about high water, as the following melancholy instance will explain.

Several large *ferry-boats*, filled with passengers to Chester fair, were hauling out of the

the Old Dock gut along the north wall, the wind blowing fresh from south west; when suddenly a very large ship, hitherto unnoticed, was coming full upon them, from the river, with considerable velocity, and in such a manner and direction as no human efforts could avert; as the boats were too numerous to have them all got out of the way, and no time to get the passengers out of the boats upon the quay. In this terrifying situation, as the ship—with a sea monster's head, as if to aggravate the horror—approached very near the boats, the cries of distress from the passengers, who seemed but too sensible of their situation, were painful indeed. Too soon the ship, without any decrease of its speed, struck one of the boats in the middle with its stem. The boat, although a large one, being close to the wall, was instantly shattered to pieces.—The shriek of distress now ceased; as every appearance of the boat and its luckless passengers was lost, and,

“ Like the baseless fabric of a vision,

“ Left not a wreck behind.”

In

In a few moments, however, baskets, hats, fragments of the boat, and immediately after the bodies of the unfortunate people, had emerged and were floating upon the surface of the water. Every assistance being given, the people, about twenty in number, men, women and children, were all, as then understood, got out of the water, many of them unhurt. Those who were most in the bottom of the boat escaped the best, as, on the complete destruction of the boat, they sunk in the water under the ship's bottom; while those who attempted to save themselves by climbing up the wall, were some of them so severely crushed as not to survive it; which was the case with one or two active young men.—The rest of the boats escaped uninjured.—Although it is some years since the above accident happened, it made too strong an impression upon the mind of the narrator, who beheld it, to be yet effaced. *This* landing place is out of a possibility of any similar accident ever happening *here*; and therefore is, on all accounts, to be preferred. The fares of the boatmen have been named. (See page 9.)

The right wall of this *pier*, will be found to form one side of the *gut* or *entrance* into the *bason*, or *dry dock*, which leads to *St. George's Dock*. The opposite side of this *bason* is generally occupied by Welch traders. In the river, immediately before the *pier*, will be discovered two large buoys; which are there placed for the purpose of making ropes fast to them, to assist in hauling ships out of the dock, when the wind blows into the dock. A *capstan* will be observed on the *pier*, to assist likewise in hauling ships in and out of the dock, as necessity may require. Several strong *posts*, are also placed in different situations, for similar purposes. A large *flag staff*, or *pole*, is placed here; on which, when a *flag* is *hoisted*, it denotes that the dock-gates are *open*, to receive any ships that may be coming in: when *lowered*, it apprizes those ships in the river, that the gates are *shut* so as to exclude their entrance that tide. A double *lamp* is placed upon the top of this pole, (hung upon swivels, to accommodate the raising and lowering of the pole) to direct any vessel that may have occasion to come into the dock in the dark.

It

It is to be observed, that the same accommodations, for assisting the ships into and out of the dock, prevail at the entrances of the other docks we have passed.

From this pier and the parade, may now more distinctly be seen the *light-house* and *signal poles*, mentioned in page 25.* The river is here, at high water, about three quarters of a mile over; and the distance from the opposite shore to the light-house, about three miles. It is very usual, in summer and fine weather, for *parties* to cross the river, and *walk* to the light-house. The road is good, and the walk, if a trouble, is amply repaid by the charming and extensive prospect which is there displayed.† Ale, and bread and cheese, is the only fare to be met

H 2

with

* A delineation and explanation of the *light-house* and *signal-poles*, may be had, printed upon a card, at any of the book-sellers shops; which will afford a better description than can be given here.

† A chaise may be had at the opposite ferry-house, the *Wood-side*.

with there; except perhaps a cup of tea. Any kind of provision that may be carried thither, will be comfortably dressed and served, and every deficiency compensated by the civility of the occupiers. To those who have not examined a *light-house*, it will, of course, prove a curiosity. It is lighted by a lamp of cotton wick and oil.

The idea of a bridge across the river, may possibly strike the stranger's mind. But that, if practicable, is inadmissible near the town, as it would be greatly injurious to the navigation of the river. It is however impracticable, from the depth of water and rapidity of the tides. The river is ten fathom (twenty yards) deep at low water, opposite and a considerable way above the town; and the tides frequently run at the rate of six miles an hour. It is often difficult to sail against the tide, even with a fair and strong breeze; and still more so to row a boat directly against it, as

" Scarce the boat's brawny crew the current stem,

" And, slow advancing, struggle with the stream;

" But

"But if they slack their oars, or cease to strive,
"Then down the stream with headlong haste they drive."

GEORGICS, BOOK I.

The tide in the river rises about 30 feet at spring tides, and 21 at neap tides.

It has already been observed, that the time of high water at spring tides, is most favourable for the river *prospect* from this, the most eligible, situation on the shore. Accordingly, when high water happens any time from eleven till two o'clock, it will be proper to be here half an hour, or more, before the time of high water (which may be known by a reference to any of the Liverpool newspapers); when, a westerly wind seldom fails to bring in more or less sail. Armed ships generally salute the town with their cannon; which is answered by the bells of the adjoining church. These signals generally invite a number from the town, to behold the pleasing spectacle; and the solicitude of the relatives of those on board, frequently forms an interesting scene.

The

The ships of different owners have private distinct signals, which they communicate to a person always stationed at the light-house, who repeats them upon the various adjoining poles, so as to be understood here; whereby the approach of a particular ship may often be known some hours before it can be seen from the town. Would a telegraph answer a better purpose?—The ship having entered the dry dock (now filled with water) in the manner described at the Queen's dock, p. 26, is conducted into the inner wet dock, and there left afloat, in the most perfect security from every assailment of wind and sea.

A little before high water, the ships that are to come out of dock the present tide, are hauled* into the outer bason, then into the gut; where the sails are filled, the fastenings loosened, and, amid the usual parting

* The frequent repetition of the nautical term, *haul*, cannot well be avoided, as none of the synonyma, of draw, pull, drag, &c. are sufficiently expressive, or proper.

parting salute of three cheers from the brave departing *tars*, and which is returned from the spectators on shore, the stately vessel is sent to explore her way over the dreary bosom of the vast trackless ocean, under the well founded hope of giving wealth to the individual, and of adding honour and prosperity to the British Empire.

“ Spectators, while the ship departs the land,
On shore with admiration gazing stand.
BRITANNIA, riding awful on the prow,
Surveys the vassal wave that rolls below:
Where’er she moves, the vassal waves are seen
To yield obsequious and confess their queen.
Such is the sculptur’d prow—from van to rear
Th’ artillery frowns, a black tremendous tier.
High o’er the poop, the flattering winds display,
Th’ imperial flag that rules the wat’ry sway.
Then tow’r the masts; the canvass swells on high;
And waving streamers flutter in the sky.

“ With winning postures, now the wanton sails
Spread all their snares to charm th’ inconstant gales:
While all to court the wand’ring breeze are plac’d;
With yards now thwarting, now obliquely brac’d.
Majestically slow, before the breeze,
In silent pomp she marches on the seas.

Her

Her copper'd bottom casts a softer gleam,
 While trembling thro' the green translucent stream.
 Along the glasy plane serene she glides,
 While azure radiance sparkles on her sides.
 —Thus the rich vessel moves in trim array;
 Like some fair virgin on her bridal day.
 Thus, like a swan, she cleaves the wat'ry plain;
 The pride and wonder of the liquid main." *

FALCONER'S SHIPWRECK, CANTO I.

This charming little poem has a great deal of beauty and novelty to recommend it. It certainly excels the productions of the best poets of antiquity, on the subject, inasmuch as the present naval improvements have exceeded theirs, and the *Albert* of the SHIPWRECK the *Palinurus* of the *ÆNEIS*.

"O'er the gay vessel, and her daring band,
 Experienc'd *Albert* held the chief command.
 Tho' train'd in boist'rous elements, his mind
 Was yet by soft humanity refin'd.
 Each joy of wedded love at home he knew;
 Abroad, confest the father of his crew!

* Deviation of arrangement, and verbal alterations, were necessary to adapt this *extract* to the present occasion.

Brave, liberal, just! the calm domestic scene
 Had o'er his temper breath'd a gay serene.
 Him science taught, by mystic lore to trace
 The planets wheeling in eternal race;
 To mark the ship in floating balance held,
 By earth attracted and by seas repel'd;
 Or point her devious track, thro' climes unknown,
 That leads to every shore in every zone.
 He saw the moon thro' heaven's blue concave glide,
 And into motion charm th' expanding tide;
 While earth impetuous round her axle rolls,
 Exalts her watery zone, and sink the poles.
 Light and attraction, from their genial source,
 He saw still wand'ring with diminish'd force:
 While on the margin of declining day,
 Night's shadowy cone reluctant melts away—
 Inur'd to peril, with unconquer'd soul,
 The chief beheld tempestuous oceans roll;
 His genius, ever for th' event prepar'd,
 Rose with the storm, and all its dangers shar'd.

The author's description of his own situation, is particularly impressive.

————In order of command,
 Succeeds the youngest of our naval band.
 But what avails it to record a name
 That courts no rank among the sons of fame?
 While yet a stripling, oft with fond alarms,
 His bosom danc'd to nature's boundless charms.

On him fair science dawn'd, in happier hour,
Awakening into bloom young fancy's flower;
But frowning fortune, with untimely blast,
The blossom wither'd, and the dawn o'ercast.
Forlorn of heart, and by severe decree,
Condemn'd reluctant to the faithless sea,
With long farewell he left the laurel grove,
Where science and the tuneful sisters rove.—
Hither* he wander'd, anxious to explore,
Antiquities of nations now no more:
To penetrate each distant realm unknown,
And range excursive o'er th'untravel'd zone.
In vain!—for rude Adversity's command,
Still on the margin of each famous land,
With unrelenting ire, his steps oppos'd;
And every gate of hope against him clos'd!—
Permit my verse, ye blest Pierian train,
To call *Arion*, this ill-fated swain!
For, like that bard unhappy, on his head
Malignant stars their hostile influence shed.
Both, in lamenting numbers, o'er the deep,
With conscious anguish taught the harp to weep:
And both the raging surge in safety bore,
Amid destruction, panting to the shore.
This last our tragic story from the wave
Of dark oblivion haply yet may save:†
With genuine sympathy may yet complain,
While sad remembrance bleeds at every vein.

* The Archipelago.

† The ill fated author finally perished on a subsequent voyage to the East Indies.

The technical descriptions are given with great force and beauty, and ('tis said) with equal chastity and correctness; and hence require less aid from poetical fiction; but appearing like a "plain, unvarnish'd tale," founded upon realities that occurred under the author's immediate observation. A sea education being deemed so unfavourable to literary pursuits, and, as our author observes, "new to epic lore;" a finished poem from an inhabitant of that element, became still the greater novelty.

While it gives pleasure to every friend to his country, that the education and manners of the British naval officer keep pace with those of her sons on shore; how must the heart dilate, and beat high, with the idea of his preserving, and, if possible, extending that marked valour, honour and humanity which have been so sacredly handed down to him from his ancestors; and which her enemies so freely confess to be her due?—May they never be separated: for while they remain united, the nation's security, from
1 2 without,

without, must continue unshaken under the protection of her native bulwark.

St. George's Dock was the third made. It is 250 yards long and 100 broad; comprising an area of 25,300 square yards; with a length of quay of 670 yards. It was constructed at an expence of 21,000*l*. It is chiefly the resort of West India ships, and is esteemed very commodious.

In passing along the *docks*, the ships of different nations will be discovered by their different construction both in the hulls and rigging; and which will be found to accord with the national character. The *Dutch* ships are strong and square built, mishapen and clumsy; nor, like the natives, has any attempt at the least alteration been ever made in their ornaments or equipment. They are distinguished by a considerable hollowness in the middle, and by the sudden elevation of two square ends; as also by the colofsean figure of a head of *Van Trump* or a favourite *Frow*, placed, in contradiction to the custom

tom of other nations, and the order of nature, on the *stern*, upon the *top of the rudder*, with an aspect towards the crew, as if for an *idolatrous* purpose—if a *Dutchman* can be supposed to *adore* any thing but *wealth*. A clumsy mast rises from about the middle of the ship, and a smaller one near the stern; which, altogether, completes a *Dutch dogger*. *Swedish* ships have the same construction and equipment. *French* ships are every way in the opposite extreme; being slightly built; the ornaments tawdry; and the rigging and masts so light and lofty, as to give the idea of a *flying mercury*.

The *English* ships possess a medium between the former; combining strength with beauty and ornament---the *utile* and *dulce*---upon the present improved plan of the *British frigates*. The *Guineamen* here, are in general the handsomest ships; being every way modelled after the *frigates*, and rather more ornamented.

It may be entertaining to the stranger to examine the construction and operation of the
DOCK

DOCK GATES.

Turning along the north end of St. George's Dock, we come to the *gates* of that entrance. At or soon after high water, the gates are shut, and, of course, remain so till opened by the next flood tide. In each gate will be perceived an opening, which, at high tides, is intended to evacuate the water in the dock to a certain quantity necessary for floating the ships, thereby avoiding risk from any unnecessary pressure of water upon the gates. For better security, two pair of gates were thought adviseable here, although one pair is found sufficient. In very high tides, when these openings are not sufficient, other sluices can be opened below, by machinery contrived for that purpose. There is yet another intention these openings answer ; which is, that at spring tides, when the tides begin regularly to fall or become lower each tide, if the water left within the dock were at any time above the level of the succeeding tide at high water, the gates could not be got open. The *dock-gate-men*,
are

are therefore furnished with a table, descriptive of every succeeding height of tide, and regulate that of the dock accordingly. An annual tide table is published by MR. HOLDEN, which ascertains the times of *high water*, and the *heights the tides flow*, with an accuracy before unknown, and in a method yet a secret with his family. Why not purchased by the public, at any price, if it will apply to all parts of the coast of the kingdom? The management of the dock gates is submitted to the care of four men, two on each side, who assist in opening and shutting them, in the manner that may be observed; and who, with the *dock master*, also assist in directing the ships through the gates.

The arched construction, and the position of the gates, are well calculated to resist the vast pressure of water which they have to sustain. The butments of the gates are formed of stones of large dimensions, so bound together, or cramped, with iron, as to form a body sufficiently compact and heavy to support the lateral pressure of the gates; which latter are proportionally strong, without

without being heavy or clumsy. The gates move backward and forward on iron rollers, upon a sill at the bottom; and have no perpendicular pressure to bear, except their own weight. These gates are 25 feet high, and 38 feet wide. The *average* rise of the tides at these gates, at spring tides, is about 21 feet; and 12 feet at neap tides. The *highest* rise of the tide at the Dublin dock, does not exceed 13 feet.

OBSERVATIONS ON THE DOCKS.

The rapidity of the tides in the river, and exposure to strong westerly winds, must have been very unfavourable to the accommodation of shipping both in the river and the more interior harbour, or *pool*, as it was then named; so that so early as in 1561, attempts were made at something like a dock, as a shelter from storms; but it was not till about 75 years ago, that Parliament was applied to for an act to build a regular dock; since which time the docks have increased in number with the increase and flourishing state of the town, and are now augmented to

to thirteen: five wet docks; five graving docks; and three dry docks; (independent of the Duke of Bridgewater's dock) occupying a space of about three miles in circumference; the whole constructed, formed and built upon the bed of the river. It is to be observed, that George's, the Old, and Salt-house Docks, communicate, so that ships can pass from one to the other, and into the graving docks, without going into the river, where their being unmanned or unrigged might expose them to injury from the wind and tide in so doing. The King's and Queen's Docks communicate together in the same manner, and with their own graving docks.

There are perfect communications under ground between all the *wet docks*, by large tunnels, for the purpose of one dock cleaning or washing another; so that when a dock is to be cleaned (as they are all very subject to fill with mud) and which is generally done once a year; it is left dry at low water, by keeping the gates open; the sluices are opened into it in different direc-

tions ; and a great number of men enter it, who, with spades, shovel the mud into the currents made by the sluices, till the dock becomes sufficiently cleared, and which usually occupies a space of some weeks. Flat-bottomed boats are also employed at these times for loading and carrying out the mud, which they discharge into the river. The *dry docks* are cleared from mud in the same manner, by sluices opened from their respective wet docks.

The docks have Watch, Scavengers and Lamps, distinct from those of the town ; and fires are not suffered, and even candles not permitted to be lighted on board the ships, except secured in lanthorns, nor tobacco smoked, under a penalty of 40s. ; nor any combustible matters left on the decks or on the adjoining quays in the night, under a fine of 10l. By these precautions, an accident from fire (so much to be dreaded) has, fortunately, not happened : and yet scarce a week passes without fines being incurred for these practices. The penalty for having gunpowder on board in the docks, is 40s.

Large

Large ships, when loaded, cannot pass the dock gates at neap tides for want of a sufficient height of water there ; so that, when a ship of that description, in the dock, is ready for sea during the spring tides, and the wind unfair, it is conveyed into the river and there remains at anchor, to take the advantage of a favourable wind. If a ship arrive from sea during neap tides, it continues in the same situation till the next spring tides rise high enough to float it into the dock.

The construction of the docks is not only laborious and expensive, but tedious ; arising from the magnitude and weight of the materials of which they are formed, and the interruptions given by the returns of the tides, their currents and the swell of the sea in stormy weather. The quality of the stone used in the structure of the docks, contributes essentially in their formation ; as no other materials could so securely bind, connect, support and mound the whole.

The dock dues, paid for the entrance of ships were

	<i>l.</i>	<i>s.</i>	<i>d.</i>		<i>l.</i>	<i>s.</i>	<i>d.</i>
In 1724	810	11	6	In 1796	12,377	7	7
1776	5,064	10	10	1797	13,319	12	8
1786	7,508	0	1				

which gives some idea of the progressive extension of the trade of the town.

The annual expences attending the docks, are, according to the last year's statement ending 24th June, as follow.

	<i>l.</i>	<i>s.</i>	<i>d.</i>
Dock gatemen	636	15	0
Dock watchmen	1,763	12	10
Incidents	219	10	9
Surveyor	52	10	0
Engineer	100	0	0
Harbour Master	73	10	0
Five dock masters, at 105 <i>l.</i> each, .	525	0	0
Two deputy do.	72	16	0
Water bailiff	50	0	0
Tide Tables	10	10	0
Smiths work, &c.	175	9	6
Cordage, tar, paint, etc.	113	19	6
Parish taxes	465	19	0
Lamps lighting	176	16	0
Treasurer's commission and Clerks salaries	665	19	7
	5,102	8	7

Thus the annual income and expenditure of the docks may be nearly ascertained. The original and present constructions of the docks and piers, have incurred a debt of, at present, 113,419l. 2s. by money borrowed upon them, as upon turnpikes, under different Acts of Parliament. The direction, etc. of the docks is vested in the corporation, as trustees; whose accounts are annually examined and settled by seven commissioners, not of the body corporate, appointed for the purpose.

The LIVERPOOL DOCKS possess magnitude, convenience and a harmony of parts, unrivalled throughout the world. Necessity first prompted the measure, and the spirit of the town has, by no very small degrees, brought them to their present state of perfection, and induced a desire in the metropolis to copy after them.

So novel a scene, as the docks present, must greatly interest the attention of the contemplative stranger, and fill the mind with
a degree

a degree of pleasure and astonishment, he has not before experienced from a similar cause ; and which even anticipation does not much abate. While the general observer contemplates the whole with amazement ; the more discriminating merchant regards it with an additional gratification, derived from the great resulting advantages to commerce which await it.

The surprise of the stranger, on first crossing any of the dock gates at low water, (especially the old dock or salt-house dock) and without having passed them at high water, will be not a little excited by observing so large a number of ships afloat, so far removed from the river and so much elevated above its surface : the mind, if unprepared for it, will for a moment discredit the external sense, and fluctuate between deception and reality. At all times of the tide, it is interesting to observe, that such a number of ships should be so regularly and orderly disposed, surrounded by houses in the heart of the town, and there as securely placed as any
other

other property in any other situation. The seaman here can step into and out of his ship, with as much ease as he passes the threshold of the door of his house; and can pass from one to the other, with as much facility as he can visit his next door neighbour. That valuable character, the British sailor, is little observed in time of war; as when in port, he is under the necessity of secreting himself from the impress. Much to the credit of those who have had the direction of that service *here*, during the latter part of the present war, this painful, yet indispensable, task has been conducted with a decorum unusual in former wars. The late adopted mode of levying men for the navy has, no doubt, greatly precluded the necessity of pressing.

The advantages a wet dock possesses over every other kind of port or harbour, are very great. The ships cannot possibly be affected by any kind of weather; they always are afloat; can lade and unlade, at all times, without any obstacle or risk of injury to the cargoes.

cargoes. The docks, here, are so compacted, and contiguous to every requisite for the equipment of the ships, that every possible delay is prevented; and finally, from their contiguity with the warehouses, &c. the ships can be loaded and discharged with dispatch and at a trifling expence, under the immediate eye of the merchant.

Crossing the *dock gates* (after high water) we proceed along the east side of George's dock. Passing along the arcade of the handsome and convenient warehouses which now present, we discover, behind them, a range of other *warehouses*, some of which are so *high*, that they might be viewed with surprise by a native of Edinburgh. They are designed, chiefly, as storehouses for corn. At the other end of these buildings, is the town prison : of very ancient date ; and which belonged formerly to the Derby family, and used by them as a residence—what a scope for reflection !—Looking up the street on the right (Water-street), we discover the Exchange ; from whence we commenced *our ramble*.

The

The line, from hence, in the direction of north and south, was originally the boundary of the river.

The narrow passage on the lower side of the prison, leads to the Old Church yard; the lower part of which affords a pleasant walk, as it presents a desirable opening into the river, through the gut of St. George's dock bason. At the south end of this walk, is the Merchants Coffee House, where the newspapers are read; and where lodgings may be had by those who prefer the situation. Cannon were formerly planted here, for the defence of the harbour. This lower part of the Church yard was raised from the shore, less than fifty years ago; as originally the base of the tower of the church was washed by the river.

Going off at the opposite end of the church yard, we pass between a boat builder's yard on the right, and a ship builder's yard on the left; either of which may be viewed. We then arrive at a small *glass-*
I. *house,*

house, for the manufacture of flint glass; and the turn from thence to the left, leads to the *public Baths*; they are distinct for ladies and gentlemen, are esteemed commodious and elegant, and may be viewed. The road farther on, presents the *Fort*, which, with its formidable artillery, promise an ample security against any enemy's ships that may attempt an entrance into the harbour. A strong guard of soldiers is always kept here. It is open for public recreation. The soldiers are commonly exercised and the guard relieved, every evening. A very advantageous view down the river, is obtained here, and from whence the *rock point* may be very distinctly observed. The ride along this shore, for some miles, is very pleasant, especially in warm weather; as it will be found very cool and refreshing, with a westerly wind particularly. Two roads branch off, inland, at one and three miles distance, along the shore: the first, at Beacon-gutter: and the second at Bootle mills, where accommodations for bathing, lodging, &c.

&c. as at other watering places, may be had at two good houses.

Turning up *Denison-street*, behind the Fort, will be discovered; from the top of the street, on the left, the *New Prison*; so immensely large, that, for the sake of suffering humanity, it is to be hoped it will never be filled; except with its present description of inhabitants—*French prisoners*—who, fortunately for themselves, were here preserved from the famine and bloodshed that so desolated their native country: for the honour of *this*, they have been favoured with every comfort and indulgence their situation will admit of, and even, on most occasions, to the extent which their natural levity solicits.

The situation of the prison is healthful, and it has many conveniences; yet on examination, it will be observed, that the *debtor*, whatever his constitution, habits and health may be, cannot be accommodated with a more favourable *cell* to sleep in, than the hardest and most abandoned *felon*.

Such, at least, seems to be the original intention ; if so, 'tis " devoutly to be wished " that it may be varied.---It is capable of lodging the inhabitants of all the prisons in the kingdom, northward.

Close by the prison are, a steam mill for rolling and slitting of iron ; a white lead work ; and two Manufactories of ashes, from soap lees.---Brick-kilns are numerous.

Returning the way we came, the head of the Leeds and Wigan canal presents ; on which an elegant Packet boat passes from hence to Wigan, every morning (except Sunday) at eight, and arrives there at six o'clock ; and another from thence sets off at six, and arrives here at four. The Fares ; 3s. and 2s. The right bank of the Canal affords a very pleasant walk ; but is inaccessible, from dirt and the parsimony of the *proprietors*, in wet weather ; and there is no carriage way.—The quantity of coal imported by this canal, from Wigan, &c. for the supply of the town, and the export to the different

rent parts of Europe, America, and the West Indies, is considerable : hence Liverpool may be called a coal port. About 100 flats are employed for the purpose, of 42 tons each, and each drawn by one horse ; who makes three passages in two weeks. A variety of other boats are employed for commercial purposes. A coal flat with a full load of limestones, &c. in return, will drag after it, afloat in the canal, a raft containing 9000 feet of fir timber, weighing 180 tons ; which altogether makes a weight of 222 tons drawn by one horse.

From the head of the canal, is an opening to *St. Paul's church*. Howsoever the church yard and body of the church may pass for a miniature of the original, the dome and cupola serve but to remind us of *their* inferiority. Being on elevated ground, the dome has a good effect, at a distance ; but there is no station near, from whence the whole can be viewed to any advantage.

Turning towards the river, we come to a
narrow

narrow and very dirt street, called *Oldhall-street* ; in the narrowest and dirtiest part of which, four streets meet, and which once formed one of the markets of the town, in its primitive state. In this market place stood a *Crofs* (as is still usual in many market towns) which was called the *White Crofs*. This narrow street and the adjoining ones, formed what was considered the most genteel part of the town, thirty years ago. On advancing nearer the Exchange, we soon get extricated from the dirt and difficulties of a narrow street, by the opening which has been made, and which is meant to be extended farther, for the public accommodation. A very superb Crofs, formerly stood where the Exchange is now placed.

From what has been observed, it will appear, that the north extremity of the town is so circumstanced, at present, as not to admit of much improvement in building.

SURVEY OF THE TOWN CONTINUED.

The *Hotel*, at the bottom of Lord-street, from its central situation, will now be the best station for the stranger to recommence his ramble from. Going up *Church-street*, opposite the Church, we turn into *Tarleton-street*; which leads to *Williamson-square*; wherein will be observed, by the King's Arms in front, at the farther side, the Theatre; which may be entered behind, by a door under the stage.

At the upper end, *Houghton-street* leads into *Clayton-square*; which presents a regularity not to be found in the squares we have already passed. It was the last built, and may afford a specimen of the improving taste of the town. Passing through the opposite opening, we are in *Ranelagh-street*; and turning up, we pass a *ropery*, where ropes, cables, and the various rigging of a ship, are made. To the left of the top of this street, in *Bolton-street* (dirty and unpaved) are very elegant fresh water *baths*; cold, temperate and warm; for ladies and gentlemen, distinctly

tinctly. They are supplied from the well of the adjoining cotton manufactory, that is worked by a steam engine.

Retracing our steps, we cross *Ranelagh Place*, and proceed up *Mount Pleasant*,* till we come to *Clarence-street*, on the left; which leads to a spacious road that directs us farther up the hill to the *Poor House*: the front of which is chiefly applied to working and eating rooms; and the two extended back wings, to dwelling apartments for the poor.

Continuing the direction; we perceive the buildings before us, on the right; called *Edge-hill*. Ascending the summit of the rising ground, the road on the right leads to the very pleasant villages of *Wa'tree*, *Child-wall* and *Woolon*.

Keeping upon the summit of the hill to the left, we pass the venerable remains of
Vernon-

* In rising this street, the dome of St. Paul's appears to great advantage.

Vernon-hill; not the less distinguished by its stately pines; and immediately cross the great south road at the village of *Low-hill*; which formerly was a fashionable, and the only, retreat of the town inhabitants for recreation. Crossing another road, in the same direction, at a pleasant villa, we approach the village of *Everton*; which passing through, we yet cross another road, and arrive finally at *St. Domingo*. A house was built here, and the adjoining grounds purchased, with the product of a French prize ship from *St. Domingo*, in a former war, and hence so called. A new house is now erected, which possesses much elegance.

As this situation terminates the ridge of the hill, it presents a fine extended prospect of the surrounding country before us, to the north and east. The sudden breaking in upon the sea, has a wonderful effect, at high water.—The whole line of the summit we have traced, affords good and varied views of the town, river and sea.

Performing a retrograde motion; at the first turn to the right, we descend towards the lower part of the village. This descent offers a very charming display of the river and sea, with the town below. Passing several elegant houses, we arrive at the road which leads down towards the town; and where an advantageous view of the east side of the town is obtained. Adjoining, is a coffee house, where every accommodation of tea, dinners, &c. and lodging may be had. Descending, we come to *Richmond*, where a *woollen hall* (of no great celebrity) is occasionally open. The back view to *Everton*, during this descent, has a pleasing effect. *St. Ann-street*, facing *St. Ann's Church*, is a street of much elegance, which is not diminished by *Trinity Church* towards the south end. *St. Ann's church* has a good effect from hence. The first turn on the right out of *St. Ann-street*, leads to the *Circus*; where are elegant livery stables, and where equestrian exercises are occasionally performed by *Astley* and others. A little farther, we discover, on the right, an uniform

form row of houses, called *Islington*; * facing which is the *Infirmary*, which, with its side colonades, has somewhat the form of the Queen's palace. The neat buildings on each side of the *Infirmary*, in front, are dwellings for the widows of seamen.

In *Commutation-row*, on the left, is the *Blind Asylum*; where the blind poor are instructed in every mechanical art they are capable of attaining; which, while it assists in their support, makes them useful members of society. Their wares may be viewed and purchased on the spot. This charity is supported by voluntary contribution, is unconnected with the provision of the parish, and extends to objects from every part of the kingdom.—See *Blind Asylum*.

M 2

Passing

* The stranger will have discovered a tendency here to ape the London names of places, but which is to be feared will, on comparison, tend to lessen in his estimation what he might otherwise have considered as neat or commodious.

Passing the front of the Infirmary down *Shaw's Brow*; and turning to the left into the *Hay-market*, from whence will be seen *St. John's Church*; we pass along *White-chapel* to the Hotel at the bottom of Lord-street, where we commenced this latter part of our tour.

It will be perceived, that the street we last passed, with *Paradise-street* in the same continued direction, are nearly on a level, and lie low. It was in this direction, as mentioned in page 17, that the tide formerly flowed round this side of the town from the original pool where the Old Dock now is; which added considerably to its defence, and rendered it only accessible at the north end—hence its obstinate resistance to Prince Rupert. A walk through *Paradise-street*, which will afford a view of an elegant *dissenters chapel*, will best explain the course of the pool. At the other end of *Paradise-street* (formerly Common-shore) on the left, is *Hanover-street*; the more straight direction, is the bottom of *Duke-street*, formerly passed.

(page

(page 20) and the turn on the right leads to the old Dock. The common sewer runs under Paradise-street, White-chapel and even higher up, so that in sudden and heavy rains, the inundation is such as to flood these streets; and to fill the cellars, to the great terror and distress of their inhabitants.

CHURCHES.

The town contains thirteen *churches of the established religion*; one of the *church of Scotland*; three *dissenters chapels*; a *quakers meeting*; four *methodist chapels*; two *baptist chapels*; three *Roman catholic chapels*; and a *Jewish synagogue*.

St. Nicholas, or the *Old Church* commonly so called from being first erected (*see page 73*), is of very ancient date; but there are no traces of its antiquity farther back than 1588; when it is recorded, that the Earl of Derby coming to his residence (before named *page 72*) and waiting for a passage to the Isle of Man, the corporation erected and adorned

adorned a sumptuous stall in the church for his reception.* There formerly was a statue of St. Nicholas, in the church yard; to which the sailors presented offerings on their going to sea, to induce the saint to grant them a prosperous voyage.

This church was a parochial chapel under Walton, a neighbouring parish; till by act of Parliament, in 1699, Liverpool became a distinct parish. It contains some monuments of ancient and modern sculpture, but not interesting enough to engage the stranger's particular attention: a female figure, inclining over an urn, is most worthy his notice. Here are a peal of six bells, whose welcome notes announce the arrival of our ships from foreign voyages, chiefly the West Indies. Here is a good, but badly placed, organ. A spire was added to the tower, in 1750; and the walls of the church were rebuilt a few years ago. It is also intended to rebuild the pews and galleries. The church

* Seacombe's Memoirs.

church originally, was no doubt sufficiently sequestered; yet from the present, perhaps unavoidable, thoroughfares in every direction through the church yard, it but ill accords with the primitive intention of

— “ The church yard’s lonely mound,
Where melancholy with still silence reigns.”

A considerable portion of the lower part of this church is set apart for the public; and, as in most country churches, the men and women have different allotments. As these public seats are generally well filled, with very decent and orderly persons, devotion is better assisted than where the whole is a glare of dress and fashion: it induces a due sense of humility; and properly reminds us of the indistinction that is soon to take place in the state for which we are preparing.

St. Peter’s (page 79) was the next built church, and finished in 1704; which, with *St. Nicholas*, are the parish churches, over which two rectors preside. It is plain within; has a good organ; and a peal of eight bells, of good tone and well tuned. No sculpture

ture or monuments worth a distinguished notice.—Regular oratorios, the first that were attempted in the north of England, were performed here in 1765, by performers, the principals of which were from London; who were not less surprised than gratified with the choruses, which were of this neighbourhood; the Lancashire chorus being still esteemed the best in the kingdom.

St. George's Church (see page 14) was consecrated in 1734. It will be found as elegant and well finished within as it is without. The altar, pulpit, organ loft, and the front of the galleries are, characteristically enough, of mahogany. It is the Mayor's chapel, where he attends every Sunday, and where are pews appropriated for *gentlemen*, including strangers, who choose to accompany him. A very good organ. No monumental inscriptions. The church is completely vaulted, for the purpose of a cemetery. On each side of the church is a terrace, with recesses underneath for the convenience of the market people. The octangular buildings, at each end of the church,
on

on the south side, are offices for the clerk of the market and the nightly watch. In the recesses on each of the octangular parts of the steeple, is the painting of a saint: but so exposed a situation is very unfavourable to paintings.

St. Thomas's Church (see page 19) was consecrated in 1750; the whole of which, without and within, can no where, perhaps, be excelled in elegance and simplicity. In its very confined situation, it cannot be advantageously viewed in any direction. The south end of the church yard, and the bottom of Liver-street, afford the best views. Its beautiful and lofty spire, however, has a pleasing effect from every part of the town and the environs, where it can be seen. The steeple and spire are 216 feet high; of which the spire forms the greater part. A good Organ. No monuments.

St. Paul's Church (see page 77) was built at the public expence, and consecrated in 1769. Its internal construction is so unfavourable to hearing, notwithstanding the attempts

tempts that have been made to render it less so, that it is but very thinly attended. The bottom of the church is appropriated to the public. No Organ or monuments.

St. Ann's Church (see page 82) built in 1770 by two private proprietors, is a neat commodious church : has a painted window, and an organ : is remarkable for being placed in a north and south direction ; and is viewed to advantage from the north road, and also from St. Ann-street. No monuments.

St. John's Church (see page 84) was finished at the public expence in 1784. It is plain within ; and the lower part is laudably appropriated to the public. The church yard is also a public burial ground.

Trinity Church (see page 82) can boast a peculiar neatness, externally and internally ; and is extremely commodious, the form and dimensions being such as are well adapted to an auditory. An Organ ; but no monuments. It was consecrated in 1792 ; and built by private proprietors.

St.

St. James's Church (see page 28) not directly in the parish, was built about the year 1774 : is neat, commodious, and retired. An Organ ; but no monuments. Was built by private proprietors.

St. Catharine's, in Temple court ; *St. Stephen's* in Byrom-street ; and *St. Mathew's* in Kay-street ; formerly dissenting chapels ; and *St. Mary's* in Harrington-street ; have nothing to recommend them to the attention of the stranger, except neatness ; but which surely must be a powerful recommendation to a congregation.

The *Scotch church*, or *kirk*, at the top of Renshaw-street ; the three *dissenters chapels* in Benn's Garden, Renshaw-street and Paradise-street ; the *Quaker's Meeting* in Hunter-street ; the four *Methodist chapels* in Pitt-street, Mount-pleasant, Edmund-street, and Maguire-street ; the two *Baptist chapels* in Stanley-street and Byrom-street ; the three *Roman Catholic chapels* in Lumber-street, Seel-street and Sir Thomas's Buildings ; and

the *Jew's Synagogue* in Pitt-street ; are all fitted up in a manner becoming their several relative customs. The Paradise-street Dissenting chapel (*see page 84*) is the only one that claims particular regard as a public edifice. It is a beautiful structure ; but so situated, that in no direction can it be viewed to advantage ; nor is it sufficiently retired for devotion—disadvantages that surely might have been avoided in a new erection. That elegant simplicity—*simplex munditiis*—noticed in some of the before-mentioned churches, is not so well preserved here, *within*. The inlaid work round the galleries, in the manner of cabinet work, and the airy flight of steps to the still more airy pulpit, have a tawdriness and levity not the best adapted to a place of serious devotion. The pews are very conveniently disposed. The organ is very neat ; and is a rare instance of that instrument in that situation. Behind the chapel, is a charity school, supported chiefly, and much to their honour, by the frequenters of the chapel.

Many

Many of the churches have clocks; none of which has a bell sufficiently large to be heard at a distance. It would be much to the credit and benefit of the town, to have one something like St. Paul's in London, as a *general monitor*. The advantages are too obvious to need enumerating.

THE EXCHANGE.

The inside of this handsome edifice, (except the new north end) was entirely destroyed by accidental fire, on the 18th January, 1795. The lower part was originally formed like the Royal Exchange, in London, and designed for the like purpose. Over the walks, were the *Borough Court-room*, the *Mayor's office*, the *Council Chamber*, and the *Assembly Rooms*; all of which, with their valuable furniture, were consumed.

The whole of the original Exchange was appropriated to a *ball* and *supper*, given to the principal

principal inhabitants by the corporation, on his Majesty's recovery, in April, 1789. All the lower area was formed into one supper room; superbly illuminated with pillars and festoons of lamps, in the central parts; the walls enlivened by transparent emblematic paintings; and *eight hundred* well dressed persons, of both sexes, sat commodiously down together to as elegant a supper as art could devise and taste display. A more splendid and uncommon spectacle, than that exhibited, cannot well be conceived: the effect was wonderful. A *stranger* present, pleasantly and neatly enough, observed; that the whole, though uncommonly splendid, became more particularly enchanting under the fascinating influence of five hundred *Lancashire witches*.

The Exchange in future will be converted into coffee-rooms and offices for the convenience of the merchant, and for transacting the public business of the town. All the upper part of the new or north side, is to form an *Assembly-room*; and a cupola will be placed upon the centre. The front of the new part
appears,

appears, at a little distance, as if unfinished, by the exposure of the high projecting roof. The four statuary figures are emblematic of the four quarters of the world; and the fronts of the new part are said to display great architectural taste.

The pediment of the south front contains a piece of highly finished sculpture in bold *relief*. The small figures in the left angle, represent the *infant commerce* of the town; one of which seems watching over the different articles of merchandise, and another embraces the *liver* with the right arm, under the auspices of *liberty*, with the *cap* in one hand, the other being supported by the *fascies*; denoting *liberty* under the direction of the *civil power*. The large *projecting figure*, with a defending sword in the right hand over a shield bearing the *liver*, and a *cornucopia*; is the *Genius of commerce*, protecting the *infant commerce* of the town with one hand, and directing the attention of *Neptune*, for the same intention, with the other. The hoary *god of the ocean*, with the *trident* resting

ing on the right arm, reclining with the left on a *watery urn*, is a bold figure; the attention in the adverted countenance, is well and greatly expressed. Part of the *hull, masts* and *flag* of a *ship*, fill up the right angle. This emblematic prediction has, hitherto, been happily accomplished.

The first stone of the Exchange was laid in September, 1749; and the two original fronts, independent of some grotesque ornaments then in fashion, which the chisel would improve, are considered to form a chaste and well-executed piece of architecture. The whole, when properly insulated and finished, will, no doubt, have a good effect in every direction. The principal entrance will be from the south front, which will open into a vestibule leading to a grand spiral staircase of stone, lighted from a dome, that will communicate with the upper parts of the building.

THE

THE POOR HOUSE.—(SEE PAGE 62.)

Remarkable for the boldness of its structure, airy situation, and the space it occupies. It was finished in 1771, at an expence of 8,000*l.* and has since received considerable additions. It will contain about 1500 persons.—The *House of Correction* adjoins the Poor House.

ALMS HOUSES.

These asylums of poverty and old age, were formerly distributed in different parts of the town. Becoming in a state of decay, they were all pulled down, and very commodious ones erected in their stead in an open space behind the Poor House; where the poor inhabitants have the benefit of pure air.

THE INFIRMARY.

This public charity was opened in 1749.

It

It was built and is supported, as most provincial hospitals are, by public contributions. It contains about 200 beds, and admits patients from all quarters. It relieves out-patients. The situation is airy, extended and commodious.—*See page 84.*

LUNATIC HOSPITAL.

This is behind, and contiguous to, the Infirmary. It is to be regretted that this, like other similar institutions, is not a *complete charity*, to admit patients free of expence. This perhaps will no where be fully obtained till an asylum is constructed upon a more extended plan, fixed in a central part of a country, and made an open general concern. As it is, the affluent are conducted to private asylums; the parish poor are sent hither at the parish expence; whilst many of the middle rank are deprived of proper assistance, in the most dreadful malady human nature can suffer under, from an inability to purchase it. The objects of these, so necessary,

necessary, institutions, have not, surely, been properly considered.

Insanity is a growing malady, no doubt arising from the increasing dissipations and excesses of the age.

THE DISPENSARY.

This neat edifice is situated in Church-street, a little above the church. As it is very accessible to the sick poor, great numbers have been daily assisted by it since its institution in 1778. It is supported by voluntary contributions and annual subscriptions, the latter of which amount to about 500l.

SEAMENS HOSPITAL.

This charity, adjoining the Infirmary, (see page 83) was instituted in 1752, for the maintenance of decayed seamen, their wi-

dows and children; and is supported by sixpence a month out of the wages of every seaman sailing out of the port.

BLUE COAT HOSPITAL.

This structure (in School-lane, behind St. Peter's Church) was raised so long ago as the year 1720. It contains 79 orphan children, 143 fatherless children, and 58 whose parents are in indigent circumstances; being in the whole 280; of which 230 are boys, and 50 girls: they are all cloathed, fed and lodged: the boys are taught reading, writing and accounts; and those intended for the sea are instructed in navigation: the girls are taught reading, writing, spinning, sewing, knitting and housewifery: they are all at school one half of the day, and work the other half: many of the boys are employed in making pins; they are admitted at eight, and put out apprentices at fourteen years old. It is supported by benefactions, legacies,

cies, &c. and annual subscriptions, at an expence exceeding 1200l. a year.

This Hospital, and the Infirmary and Dispensary, are assisted by charity sermons at all the churches, and by an annual play at the theatre.

BLIND ASYLUM.

This charity (*see page 83*) was established in 1790, and is supported at an annual expence of about 300l. It is proposed to erect a compact building for the better convenience of the several manufactures, &c. The Charity finds materials, and the poor are paid for their labour in the manufactory, under the direction of their teachers. Most of these unfortunate objects have lost their sight by the small-pox. It is to be lamented that so great a majority of the poor still retain their prejudices against inoculation. A plan of a general inoculation was formed here some years ago, and every persuasive means

means made use of to induce the lower ranks to accept it; but to so little effect at last, that after a trial of two or three years, it was given up.

The men are here employed in making lobby-cloths and bears; baskets of different kinds; whips; and clock and window cords. The women spin the yarn for the window cords, and for sail cloth and linen cloth; they make mops; and some are taught music, both instrumental and vocal. One of the girls is possessed of a voice rarely equalled.

SUNDAY SCHOOLS.

These pleasing institutions have long been established here, and are very numerous. The children are instructed in schools appropriated to the purpose, and attend the service of the different churches every Sunday, twice. The early impression of divine and moral duties upon the minds of a class of

of our fellow creatures who might otherwise remain uninformed of them, must produce effects so salutary and extensive, as not to be very readily calculated; and which prove highly grateful on reflection.

*INSTITUTION FOR RESTORING DROWNED
PERSONS.*

Drowning is an accident so frequent here, as to render this institution very necessary. Above 400 persons have become objects of it since its institution, in 1775, more than one half of whom have been restored. A guinea is given to those who take up a body, if it be afterward restored to life; if not restored, half a guinea. It is at the Corporation's expence. Long poles with hooks at the ends, are dispersed in different places about the docks, for the purpose of dragging for those persons who fall in.

BENE-

BENEVOLENT SOCIETY.

The intention of this society is to seek for poor obscure objects who, from diffidence, infirmity, or as strangers, cannot obtrude themselves so as to make their wants known ; and for this intention, the members alternately visit every obscure recess of poverty and wretchedness they can discover, to relieve the present urgent necessities of their suffering inmates, till more effectual assistance can be procured. This society may be justly styled *benevolent*.

THE LADIES CHARITY.

This *last*, although not *least valuable*, of the public charities which adorn the town, was long in contemplation, but was only effected in 1796. Its intention is the relief of poor married women, in childbed, at their own homes ; a mode that proves to have many advantages over a public hospital. Proper assistants,

assists, male and female, are appointed; as also a *matron*, to provide every necessary of food, &c. that may be wanted; by which means the poor and their offspring are rescued from the injuries arising from improper treatment, and are restored and preserved, with comfort to themselves, to that society from which many, in this trying situation, have been severed by ignorance and want. The charity is very properly under the patronage of *ladies*, with a *lady patroness* at their head; and the accounts necessarily conducted by a *committee of gentlemen*. It is supported by annual subscription, and by other gratuitous benefactions and contributions; and its various comforts have already been sensibly felt.

THE THEATRE.

The present house (*see page 79*) was opened in 1772. It is sufficiently spacious and commodious. Liverpool formerly boasted the first set of performers out of London.

The house was only open in the summer months and when the London theatres were shut, and the best of the performers were selected for the season. Of late, however, from the increase of theatrical rage, the number of provincial theatres have so much increased, as to divide the London performers; nay, they are mostly turned *strollers*; exhibiting themselves for a few nights, separately, in all parts of the united dominions. Formerly no performer, of whatever rank, could be admitted to perform here without being engaged for the *whole* of the season; during which regulation, the performances were supported by a regular succession of the first performers of the London stages. The house still regularly opens about the close of the London houses, and shuts at their re-opening.

The town made a successful resistance to the first introduction of provincial performers in the summer season, of whom *Mrs. Siddons* and *Mr. John Kemble* formed a part. The latter was hissed off the stage; and *Mrs. Siddons*, who had played here in former winter

ter

ter seasons, and was favourably received in both the walks of tragedy and comedy, was, fortunately for herself as it has since turned out, compelled to quit the town. So versatile is public opinion, that on her first re-appearing here after having received the stamp of approbation from a London audience, they who had been so desirous to banish her the theatre, were now so eager to see her perform, that many injuries, both of body and dress, were sustained, so great was the pressure of the crowd to get admittance into the play-house. Since that time, the group has become more motley—"a thing of shreds and patches." Mrs. Mattocks has played here, with little interruption, in the summer season, for thirty years, with deserving estimation. A benefit play is given every season for the public charities.

PUBLIC CONCERTS.

The *Public Concert Room* is in Bold-street.* It is large, and finished with great elegance. The seats below and in the gallery are well disposed for a number of auditors; yet the amphitheatre form is, no doubt, better adapted to a concert-room; not only for hearing the music, but for viewing the company. It seems the present form, of a large secluded gallery, was adopted to gain room for the accommodation of the *musical festival*, which was intended to take place once in three years. It will admit 1300 persons, commodiously. The *orchestra* is well formed and arranged. The *organ* is more powerful than fine toned, and has a great effect in choruses and full pieces. Some gentlemen perform in the instrumental parts on public nights; but the *principals* are all supported by professional men of merit, who take frequent opportunities of displaying their several abilities

* This is esteemed a good street and neighbourhood.

lities in solos, duos, &c. The vocal department is not less ably filled by professional performers: so that the concerts, which are miscellaneous, would go well off, if the vocal accompaniments of what should be only the auditory, would be *tacet*, or even *piano*.

The concerts are supported by annual subscriptions of two guineas each; which admit three persons to each performance, by tickets in the name of a gentleman subscriber; which are transferable to ladies, and to the younger sons of subscribers; but a resident gentleman cannot be admitted unless he be a subscriber. Strangers are admitted by tickets at 3s. 6d. each. A lady who is a stranger will be admitted by the ticket of a subscriber. The number of annual concerts, is twelve; and of subscribers, about 300. Here is also a distinct subscription to a *Choral Concert*, where selections from the *oratorios*, &c. are performed.

ASSEMBLIES.

The *Assembly-room* in the Exchange having been burnt down, a temporary one is substituted in the Hotel at the bottom of Lord-street; till the new one, in the former place, is completed. The assemblies are in the winter season; they commence in October, and terminate on the King's birth-day. They are supported by subscription; and strangers are admitted by tickets. They are generally pretty well attended. A lady and gentleman preside, as is usual on these occasions, over the decorum of the room.

COFFEE HOUSES.

The *Coffee-room* in the Hotel, at the bottom of Lord-street, is neat and roomy; and is supplied with most of the London and provincial *newspapers*; and with *magazines, reviews, army and navy lists, &c.* There is a book in which is entered the name, cargo, and

and place sailed from, of every vessel that arrives in the port. It has a list of between three and four hundred annual subscribers, at a guinea each. Strangers have the free privilege of the room; which is often crowded; in an evening particularly. Notwithstanding its airy appearance, the room is very close, often, offensively so; seemingly for want of attention to ventilation. Coffee, &c. are supplied within the adjoining tavern.

The *Coffee-room* in Exchange Alley, on the west side of the Exchange, is very neat, airy and comfortable; and as the subscribers are not so numerous as at the Hotel, it is more retired than the latter. The accommodation of *newspapers*, &c. are nearly the same as at the Hotel; as also the admission of strangers. A waiter attends to supply *coffee*, &c.

The *Merchants Coffee house* (page 73) in the Old Church yard, is much smaller than the others; and its accommodations are proportionate. Commanding a view of the river
and

and signal poles, it is conveniently situated for attending to the movements of the shipping.

There is a *tennis court* and *bowling green*, near St. Ann's church, and also an *archery*; and a *tennis court* in Gradwel-street.



THE POST OFFICE,

Is in Lord-street. It shuts every night at *nine*, for the dispatch of both the *north* and *south mails*. The *north mail** comes in every morning and goes out every night; the *south mail*, with a *coach*, comes in every morning, except Tuesday, about three (the *office* opens at eight) and goes out, as above, every night except Friday, and is 37 hours on the road each way, to and from London. The *York mail coach*, through Manchester, goes out every

* Without a *coach* from hence, but joins the north mail coach to Lancaster, Carlisle, &c. at Preston.

every morning very early, and comes in every evening at seven; in one day.

The *mails* for Chester, North Wales and Ireland, cross the river. The office for these mails shuts every evening at six o'clock, from 5th April, till 10th October; and at four o'clock from 10th October, till 5th May.

The foreign mails are dispatched for Italy, Germany, and the north of Europe, every *Sunday* and *Wednesday*.—For Spain and Portugal, by way of Lisbon, every *Monday*.—For the Leeward Islands, the first and third *Wednesday* in the month: no postage required.—For Jamaica, the first *Wednesday* in the month: no postage required.—For North America, the first *Wednesday* in the month.

STAGE COACHES AND WAGGONS

Are very numerous to all parts of the kingdom. They sometimes vary their *stations*, *times* and *fares*; so that every information
a respecting

respecting them, will be best obtained at the several *Inns*.

MARKETS.

The Liverpool, like the London, markets, are supplied from a very extended circuit. Northward, as far as Scotland, furnishes cattle and sheep; Ireland, a great quantity of cattle and pigs; and the Isle of Man and Wales, poultry, eggs, &c. The fertile Cheshire neighbourhood affords great quantities of vegetables and provisions of all kinds, which are brought over the river daily in the different ferry boats, particularly on the principal market days, which are *Wednesday* and *Saturday*: the debarkation and embarkation of which, at St. George's Dock slip, often present a busy and entertaining spectacle. The great extent of sea coast pours in various articles of consumption, including fish. Salmon is brought fresh from Scotland and the north of Ireland; that taken in the adjoining river, Dee, is the most esteemed, and is here called *Cheshire salmon*.

The

The *fish market* is occasionally pretty well supplied, in the different seasons, with *salmon*, *cod*, *flat-fish* (except *turbot*) and *crabs*; *shrimps*, *prawns*, *oysters*, and other *shell fish*, (except *lobsters*, which are always scarce and dear) very plentifully; *mackrel* and *fresh water fish* are scarce; but *herrings* are mostly abundant. This market, which is near the west end of St. George's church, is very commodious; and where the *sisterhood* will be found to possess as great a privilege and refinement of the *tongue*, as at any other similar seminary. *Turtle*, on the arrival of West India ships, may generally be purchased. It is commonly dressed at the inns for distant conveyance.

MANUFACTURES.

The long established manufactures of the adjoining neighbourhoods, have rendered any thing similar less necessary here; and the minds of the inhabitants are more turned

to the *exportation*, than the *manufacture* of the different articles of commerce. The principal manufactures, therefore, are chiefly confined to what is necessary to the construction and equipment of ships; the number of *shipwrights* only, is said to exceed 3000.

Copper plate printing upon earthen ware, originated here about 35 years ago, and remained some time a secret with the inventors, Messrs. Sadler and Green; the latter of whom still continues the business in Harrington-street. It appeared unaccountable how uneven surfaces could receive impressions from copper plates. It could not, however, long remain undiscovered, that the impression from the plate is first taken upon *paper*, and from thence communicated to the ware.

A manufacture of *Queen's-ware*, upon the plan of the Staffordshire potteries, has been lately established on the south shore of the river, about a mile above the town.

Here

Here are several *mills*, of different constructions, for *cotton spinning*; and a great many *windmills*, for the grinding of corn, dying-woods, medicines, &c. Here are also several *sugar houses*; *tobacco* and *snuff* *manufacturies*; *red* and *white herring houses*; two or three *iron founderies* and *pipe manufacturies*; and a small *glass house*. *Glass* and *picture frame making* and *gilding*, have been greatly improved; and *printing* and *engraving* are in an advancing state; as also *coach* and *cabinet making*. *Watch making* has been extensively pursued; and Mr. Finney, an *artist* of the town, constructed a watch to be worn in a ring; which was presented to his present Majesty, many years ago.

The town is supplied with *ale* and *beer* from the public breweries, about forty in number; in general praise of which, much cannot be said. The indifferent quality of the *ale*, has lately been a means of introducing that necessary, native and wholesome beverage, from many parts of the surrounding country. An extensive *porter brewery*,
in

in Scotland road, has been lately established; which promises to furnish as good a quality of liquor as the *London breweries*.

THE SCIENCES, POLITE ARTS, &c.

In a commercial situation, where all are constantly intent upon, and even immersed in business; the mind, if so inclined, has not leisure to detach itself from its necessary pursuits, so as to indulge in the more unprofitable study of the *sciences* or *polite arts*; the spare hours are, perhaps more properly, appropriated to such light recreations and amusements, as will unbend the mind and promote health. And if a man has had no opportunity of attaining an art or science himself, he is at a loss how properly to promote, or patronize it in others, although his wealth should fully enable him to do so: his habits and acquirements lead him to other pursuits, that may be equally beneficial to society. The *sciences* and *fine arts* are delicate exotics,

tics, that require a sequestered culture, and cannot be reared along with the general and more substantial harvest of the country.

A Library, in Lord-street, contains many valuable books for the use of the proprietors. It may be viewed, and any book examined upon the spot by a stranger. Here is no public *academy* or *seminary* for the instruction of youth or the amusement of mature age; which has always been the cause of an unfavourable reflection on the town; but, from the preceding observations, perhaps improperly.

Three weekly *Newspapers* are published, on different days, viz.—Monday, *Billinge's Liverpool Advertiser*—Thursday, *Gore's General Advertiser*—Saturday, the *Liverpool Phoenix*—wherein are detailed, the arrival and sailing of ships; the imports of the various cargoes; sales of imported goods; advertisements of outward bound freights, &c. these being the prevailing objects with the publishers, little regard is paid to the local incidents

dents of the spot and neighbourhood, which might afford amusement if attended to.

The *Silversmiths* and *Jewellers* shops in Castle-street, &c. contain china, trinkets, and valuable curiosities both natural and artificial. At *Mr. Preston's*, in Castle-street, is an *artists repository*, for the sale of paintings, engravings, musical instruments, &c. There is a *music shop* in Lord-street, Paradise-street and Castle-street. *Booksellers*, *print*, *linen* and *woollen-drapers*, and most of the best *shops* for *wearing apparel*, are to be found in Castle-street, Pool-lane, Lord-street and Paradise-street.

COMMERCE.

A minute detail of the *commerce* of Liverpool, would exceed the intention of this publication ; but which may be obtained from the publications named at the third page. The trade of the port extends to every trading part of the world, the East Indies excepted;

ding part of the world, the East Indies excepted; particularly to the West Indies, Africa, the Baltic, America, Spain, Portugal, the ports of the Mediterranean, and the north and south Whale-fisheries.

In the year 1792 an effort was made by the merchants to obtain a share of the East India trade, by a proposed application to Parliament. The situation of this country, with France, becoming more critical, and the derangement which soon took place in the commercial part of the kingdom, and of which Liverpool fully participated, suppressed the attempt.

The natural advantages, enumerated in the first page, which the port possesses, originally conspired to the formation of its commerce, and will always support and extend it. The staple commodities of coal and salt, are great inducements for ships of all nations to prefer a freight to Liverpool, as another is secured in return (partially or wholly, as other wares may offer) of these articles, so valuable and acceptable in every

part of the world. The unrivalled cotton manufactures of this county, and the earthen wares of Staffordshire, can no where be shipped abroad to so great advantage as from here. The same may be said of the hardwares of Sheffield. America takes off large quantities of all the above articles, and which are chiefly paid for with the money received for goods disposed of in France and the different parts of Europe. The ready communication with Dublin and the west coast of Ireland, must always ensure a considerable source of trade. The corn trade is very extensive; to which many of the largest and loftiest warehouses are chiefly appropriated; and which render Liverpool the granary of the interior country.

The town records state, that, in 1565, no more than 12 vessels belonged to this port, the whole of which amounted to no more than 175 tons, and manned by 75 men; the largest not exceeding 40 tons. The number of ships have always been in an annual progressive increase; so that in 1793 the number had increased to 606, of 96,694 tons. It

It appears, that on the 24th June of the present year, 4,528 vessels had arrived in the course of the preceding twelve months; of which 680 were never here before.

In the late levy of seamen for the navy, the numbers were fixed upon the tunnage of the shipping in the different ports of the kingdom, and were as follow :

London	5,725	Sunderland	696
Liverpool	1,711	Bristol	666
Newcastle	1,240	Whitby	573
Hull	731	Yarmouth	506
Whitehaven	700		

By estimates which have been made, assisted by EDWARDS'S History of the Colonies, and CHALMER'S Estimate of the comparative strength of Great Britain, it pretty conclusively appears; that Liverpool navigates *one-twelfth* part of all the shipping of Great Britain. That it has *one-fourth* part of the foreign trade of Great Britain. That it has *one-half* of the trade of the city of London. That it has *one-sixth* part of the
general

general commerce of Great Britain. And that 606 ships belong to the port, whose burthen is 96,694 registered tons.

The *African trade* forms no inconsiderable part of the commerce of Liverpool. It appears* that, from the year 1783, to 1793, both included, the value of slaves imported into the West Indies in Liverpool vessels, amounts to 15,186,850l. sterling; 2,278,072l. being deducted from the above for commission and all contingences in the West Indies, the nett proceeds will be 12,908,823l. The Factor on remitting home the above, has a commission of 5 per cent. which amounts to 614,707l. leaving a balance of 12,294,116l. which on the average of the 11 years, is 1,117,647l. annually remitted; the clear annual profit of which, after deducting all other expences, will be to the merchant 214,677l. 15s. 1d. From this statement, the various manufactures and articles of commerce involved in the African trade, seems not readily calculable.

By

* History of Liverpool, 8vo. page 223.

By estimates which have been made, it appears; that *one-fourth*, of the ships belonging to Liverpool are employed in the African trade; that it has *five-eighths* of the African trade of Great Britain; and that it has *three-sevenths* of the African trade of Europe.

The merits of this trade, in a moral and political light, have long been a subject of earnest contention by the legislature and individuals of this country. As a strictly moral question, considered in the abstract, it can meet with no countenance. In a political point of view, every thing favours it. That man, or body of men, would be wise indeed who could reconcile and assimilate two qualities so opposite and so much at variance in the human mind, as morality and policy; it is in vain to expect it, while man retains his fallen state. *Enthusiasm* may often be necessary in the *execution* of a great project, but never in the *projection* of it; which latter should always be under the guidance of deliberate reason, founded upon experience and

and an adequate knowledge of all the governing principles of the subject. And yet *enthusiasm* was the declared directing principle in the late attempts for the abolition of the trade, both in and out of Parliament. Can we suppose that the government, customs, habits and disposition of a race of people who cover a very considerable portion of the earth, can be made to undergo a sudden revolution at the *command* of a few who occupy but a distant speck, and thus invert the general order of nature by violent means? Not less ridiculous would be the attempt of the husbandman to shelter his crops from blights, storms and tempests, or to procure artificial sunshine in the absence of the great luminary, than any effort to wash the Blackamoor white. No doubt, projects to counteract the designs of providence, as extravagant as these, have frequently been nurtured in the mind of man, and have proved equally abortive. The system of human nature; whose process is hidden from man; cannot possibly be varied and directed by his will, who is ignorant of the great design; although he may
may

may be, and has been, made an accidental involuntary instrument, in ways undiscernible to him, in their execution.

Agreeably to the laws of nature, in the experience of the world, the attempt of the abolition of the slave trade was begun where it should have ended ; and was like an attempt at bending the tree at its full growth, instead of doing it when a sapling ; or purifying a stream at its foot, instead of its head ; or curing a disease, without removing its cause : for, while the Africans continue in the same untutored, and consequently defenceless state, they must remain a prey to their more skilful neighbours---such is the character of man. Will the enlightened and refined European say, why his Creator doomed the mind of the African to remain as dark and naked as his body ? He will acknowledge his ignorance ; but must allow that it *necessarily* is so, hitherto ; and that if he wishes to do him, what he supposes, an essential service in rendering him independent of his neighbour in future, it can only be

be done, humanly speaking, by informing his mind, and thereby instructing him in the usual means of self-defence. * As the condition of every situation, among mankind, is comparative ; so the ignorance of the African slave makes him unconscious of being so ; and hence, under proper treatment, his relative condition is much superior to many others, that might be pointed out, in all parts of the world. The thousand wants and cares of the *free* and opulent European, are unknown to him ; the few he has, which his nature and education require, are gratified. Why then is his lot so very miserable ?

The

* Nothing can baffle human reasoning more, than the worse, if possible, than Egyptian darkness which pervades this quarter of the world : for notwithstanding the perpetual intercourse on its coasts with Europeans, such is the rooted ignorance, superstition and idolatry of the natives, that an instance never occurs of a native, on the spot, having any desire or being prevailed upon to receive any of the more enlightened instructions and opinions of Europe : and should a young native, after being educated in Europe, return back, he will be considered as an impostor, and treated as such.

The will of Providence being hidden from us, and since slavery has existed in all ages, and this particular part of it for a long time and to its present extent, instead of aiming to subdue it by violence, let us rather endeavour, as human prudence will suggest, to meliorate it to the utmost in our ability ; and thus endeavour to palliate what it is not in our power to remove ; in expectation of some crisis in its favour, similar to what all states and empires have so regularly experienced from the beginning of the world. Finally ; in this, so extensive and complicated business, is it not better to act the part of *practical* rather than *speculative* philosophers ? The late decisions of the *legislature* seem to say so. — Man cannot be influenced by any thing more inimical to his natural happiness, than speculative philosophy.

BANKERS.

Messrs. ARTHUR HEYWOOD, SONS &
Co. Castle-street. Messrs. W. CLARKE &
Sons,

SONS, corner of *Castle-street*. Messrs. GREGSON, PARKE & CLAY, *Lord-street*. The Banks are open from nine till three, every day except Friday, when they are shut at one.

AIR, SOIL, POPULATION, &c.

The following description of the state of the air, soil, water and other local peculiarities, are extracted from the *Familiar Medical Survey of Liverpool*, mentioned in page 3.

“The situation of the town, as it effects the health of the inhabitants, has many natural and considerable advantages. From being situated upon the eastern bank of an open extended river, which has a near communication with the sea, the west side of the town is limited to, and confined in, nearly a straight uninterrupted line; by which its whole extent, on that side, becomes freely exposed to the fresh and unpolluted air of the sea, and an open country from the Cheshire shore: and as the
westerly

westerly winds prevail a great part (nearly two-thirds, it is generally supposed) of the year, and that frequently in excess, the town is kept very regularly purified, ventilated, and freed from the lodgment and accumulation of vapours, and effluvia of various kinds, which, by retention, become highly deleterious, and unfavourable to mankind. The strong gusts of wind which come from the western quarter, so frequently throughout the year, are most singularly efficacious in these respects; and most especially so in the autumnal seasons; as they remove, or greatly abate, the bad effects which regularly ensue from summer's heat and continued calm weather, in large and crowded towns."

"If we examine the surrounding country, we shall find it every where, near at hand, free from morafs, stagnant water, wood, or any other cause or causes that can in any material degree conspire against, and are known to be unfriendly to the human constitution."

“The soil is sandy ; which promotes the ready absorption, and, of course, prevents the stagnation, of rain and other waters ; which contribute essentially to the health of the town.”

“From the reasons here assigned, the air of Liverpool must be, as it is, much more pure than it is commonly found in many parts of the kingdom ; and which renders the town, in proportion to its size, much more healthful than most other large towns.”

“Notwithstanding the generally pure and healthful state of the air of Liverpool, it has, like every thing in nature, its occasional imperfections : the only, or principal of which are ; its being subject to sudden and frequent variations in temperature, and being more than usually sharp and keen.”

“In applying the foregoing considerations to the purposes of health, we shall find ; that the situation of the town is, in general, very healthful ; and that it is particularly favourable

favourable to constitutions that require and can bear a sharp, cold air ; of which description are those of nervous relaxed habits, to whom in most instances, it proves very friendly and favourable : the healthy will also have their health preserved by it. The occasions in which the situation of the town becomes unfavourable, are with those persons who are subject to coughs, asthmas, and other affections of the breast and lungs, and are consumptive : as these are complaints that are aggravated and renewed, and even promoted in constitutions so inclined, by frequent irregularities in the temperature of the air, and its generally cold, sharp state."

"As an addition to the natural purity of the air, we may add its being regularly, throughout the year, impregnated with the aromatic effluvia of tar and pitch, which are in constant circulation through the town ; more especially when the wind is westerly ; and which are well known to be remarkable correctors of the air, and particularly calculated

lated to obviate and resist the power and progress of many infectious diseases."

"The *water* with which the town is supplied for culinary purposes; and which is well-water, brought from the east side of the town; is unexceptionable in all respects; except the awkward mode of its being conveyed (in carts) to the inhabitants: being sufficiently soft and pure. The well-water which is obtained in the heart of the town, and near the river, is hard and brackish, and therefore never used for these purposes. This native purity of the water contributes a good deal to the health of the inhabitants."

It appears, from the above, that many local circumstances conspire to make Liverpool very healthful, and that the cooling refreshing breezes from the sea, in hot weather, render it a desirable retreat from the interior of the country at those seasons, aided by the salutary recreation of sea bathing. Such is the generally healthy state of the town, that infectious fevers are never known to prevail, and it is very rare to hear of

a person dying of a fever of any sort. Agues are as rarely seen. There is yet another painful disease which seldom is heard of; and that is, the stone or gravel; which no doubt is to be essentially attributed to the softness and purity of the water. That disease being thus prevented; there can be no doubt that, when present, it may be removed or mitigated by the same means, and would well warrant a residence here for the purpose. It is proper to observe, that some of the springs are softer than others, and should be preferred. The best tests of the purity of water are, its being clear, and readily raising a strong lather with soap.

As the temperature of the air is so liable to be variable here, a stranger should guard against the effects of it, by an attention to the drefs. The water of the adjacent sea coast is shallower than that of most others; which occasions the air that blows over it to be warmer here in summer and colder in winter, than on a coast where the sea is much deeper.

The

The most healthful situations in the town are the higher parts, beginning near the top of Duke-street and continuing the northern direction towards Mount Pleasant and Everton. The higher parts of the west side of town, bounded by Castle-street, where they are not particularly crowded with inhabitants, from being purified by the frequent westerly winds from off the river, and the dry rocky foundation and sloping declivity, have always been healthful.

The following Table will give an idea of the increasing population of the town, from the earliest records to the present period.

In the year	Christened	Buried	Married	In the year	Christened	Buried	Married
1660	3	0	0	1740	485	608	137
1670	67	48	5	1750	972	1075	290
1680	106	51	3	1760	986	599	408
1690	116	158	10	1770	1347	1562	433
1700	132	124	35	1780	1709	1544	607
1710	258	211	40	1795	2527	2009	753
1720	410	293	53				
1730	397	307	129				

The above statement will also give a view of the comparative healthfulness of Liverpool with other large towns, particularly London. In the latter, the deaths always considerably exceed the births ; here, the reverse is generally the case ; and when otherwise, it has arisen from a particular malignity in the small-pox or measles ; the poor remaining inflexible in their opposition to inoculation ; many of them from a motive contrary to preservation, especially among the idle and abandoned—a reflection not more melancholy than just.

The following is a statement of the proportionate annual mortality in different parts of Europe :

Vienna	1 in $19\frac{1}{2}$	Breslaw	1 in $26\frac{1}{2}$
Edinburgh . . .	1 — 20	Berlin	1 — $16\frac{1}{2}$
London	1 — $20\frac{1}{2}$	Manchester . . .	1 — 25
Amsterdam . . .	1 — 22	Chester	1 — 31
Rome	1 — 22	Liverpool	1 — $27\frac{1}{4}$

The difficulty of obtaining these calculations with accuracy, for the purpose of comparative healthfulness, is very obvious. The

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inhabitants

inhabitants of some towns being much more prolific than those of others, and one-third of the children of large towns dying under two years old, with the different modes of living and employments, must greatly embarrass this kind of calculation. This town contains about 10,000 houses and 60,000 inhabitants; forming an average of six persons to one house. The town record states, that in 1565 it contained only 138 housholders and cottagers, and consequently not more than 30 houses. The preceding table (*page 136*) will afford some idea of the increasing population of the town.

It has been observed in the first page, that this is the largest town in the kingdom, the metropolis excepted. The term *size*, is liable to a difference of construction. Some towns occupy more extent of surface than others, by the houses being more scattered, and being interspersed with gardens and other open ground. The declaration there made, arose from the number of men that were levied for the navy by the last assessment on the *parish rates on inhabited houses*.

Liverpool,

Liverpool, independent of Everton, Harrington, &c. furnished *ninety-five*; a number which the reader will find to exceed that of any other town, except the cities of London and Westminster.

GENERAL OBSERVATIONS.

The great number of Wind-mills that surround the town, will attract the attention of the stranger as a singularity, with respect to numbers, not to be found in many other parts of the kingdom; the reason is, that most other large towns are of ancient origin, and were placed purposely on or near the banks of narrow fresh water rivers, adapted to the grinding of corn, and other useful purposes, and which are here wanting. Invention has attempted to supply the deficiency by a *tide-mill* (see page 29) which, however, has not been copied. As much water runs out of the docks at ebb tides, as would, if properly disposed, turn

turn mills to grind corn sufficient for the whole town, and leave water enough to wash the dock-guts.

Another singularity that engages the attention of the stranger, is the *Water-carts*, that supply the inhabitants with water for drinking, &c. It is said a plan is projecting to form reservoirs for the lodgment of water, by means of pumps worked by steam engines; the water to be afterward distributed to the houses by pipes under ground. An act of Parliament was long ago obtained to bring a stream of water from Bootle (about three miles distance) which, fortunately was not executed, as the water, though clear, is *hard*, and consequently inferior to the water which the best town springs afford, which is remarkably pure, *soft* and wholesome.

The pavements of the foot paths of the streets, have of late been much improved; yet all strangers complain of their roughness and sharpness. The stones with which one of the side walks is laid in Castle-street, would

would be highly desirable in the other streets: they are even superior to flags.

The streets are kept tolerably clean in general: yet a slovenly custom prevails, of suffering the dirt to remain in large heaps for some days after it is collected; which even the most wary will occasionally stumble into in the night, in crossing the streets. This indecent practice has been attacked both by remonstrance and pleasantry; yet a *Hercules* is still wanting to cleanse the *Augean stable*.

The inhabitants of Liverpool have a more healthy appearance than those of most large towns; their employments being mostly of the active kinds, accompanied with exercise out of doors. This extends to all ranks; and the pay of the mechanic and labourer is fully adequate to the temperate subsistence of themselves and families, for the preservation of their health. Inhabiting cellars, is extensively practised in some parts of the town. It has an unpleasant appearance; yet that is the worst of its qualities; a cellar
being

being found, from experience, a much more healthful residence than a room in a house where every room is tenanted. Being detached, a cellar can neither receive nor communicate any thing infectious in the manner that necessarily happens in the inhabited rooms of a house that all communicate by one common stair-case; in which situation many families reside, who are unable to rent a whole house; and some entire streets are inhabited by tenants of that description. An order passed the Town-Council, for preventing the cellars being inhabited; but which was not executed—it might have pleased the eye, but would not have gratified the mind's reflection.

The streets and squares do not possess all the regularity and elegance that might be expected. The Builders, who were mostly born upon the spot, had no opportunities of improving their style, which was very limited; by which the streets, even the more modern, were laid out in the confined, parsimonious way that may be perceived; and that

that, even in situations which would have admitted more space, both in front and behind : a street was considered equally elegant, whether broad or narrow ; and the houses equally commodious and valuable, whether they contained a depth of twenty yards or a hundred. This yet remains an error, not properly corrected.

The facility with which buildings are here constructed, has contributed essentially to the growing state of the town. Brick, stone, and sand for mortar, are all immediately at hand ; and timber, from the Baltic, being directly imported here, is obtained at the cheapest rate. Lime-stone and slates are readily had, by water, from North Wales. Brick-buildings, which generally prevail here, are erected with a ready dispatch ; and they retain their neatness longer than those of stone ; which latter are sooner discoloured by the smoke of a large town.

The stone here is soft when first taken out of the quarry, but grows harder by exposure ;
and

and it retains its colour much better than the Portland or many other kinds of stone, as may be perceived by the Exchange and other public buildings.

Liverpool, from its sequestered situation, was not formerly much the resort of strangers, for any other purpose than commerce; and as the inhabitants were all embarked in business, they necessarily formed a society among themselves, which, if not refined by the grimace and ostentation of modern manners, was proportionally uncontaminated by their influence. This commercial intercourse of the inhabitants, induces a general harmony and sociability, unclouded by those ceremonies and distinctions that are met with in more polished life; hence the freedom and animation which the town has always been observed to possess, and which produces that medium or equality so rational, grateful and desirable in society.

The wealth which of late has flowed into the town with its extended commerce, has
however

however introduced along with it some of the more glaring luxuries of the times, which menace, by the distinctions they create, the above boasted harmony of the whole. A man in the middle walk of life, while embracing its comforts and true elegances, will studiously avoid its ostentations, for his own sake; as it invariably subjects him to many embarrassments. The Spectator, finely observes; "Men of sense have at all times beheld with a great deal of mirth this silly game that is playing over their heads, and, by contracting their desires, enjoy all that secret satisfaction which others are always in quest of. The truth is, this ridiculous chace after imaginary pleasures cannot be sufficiently exposed, as it is the great source of those evils which generally undo a nation." No. 574.

The inhabitants are chiefly in three classes; the *merchant*, the *tradesman*, and the *labourer* or *working mechanic*. Men out of business rarely reside in the town; not even those who have acquired fortunes in it;

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who

who generally either mix in the gayer scenes of life, or retreat into the more retired.

It will be observed by the number of public institutions, that *charity* is a predominant feature of the town; where every call of distress is answered, and frequently anticipated. In addition to the public charities, the *necessitous* have a peculiar advantage. As nearly all the inferior orders are employed under the constant eye of the merchant; they are sure of his immediate indulgence, succour and protection in their various necessities; and are not suffered to exhaust their little stores, till the utmost distress forces them upon a public charity; the benefits, and means of access to which, they may have been ignorant of; and which in many instances, the modesty of their nature would lead them to avoid. This is a species of charity, that is not unprevalent; and is not more acceptable to the modest receiver, than grateful to the generous donor.

The police of the town is well preserved. A street assault and robbery is seldom or never

heard of; nor is a burglary or other kind of house robbery ever attempted to any extent, by violence. Thefts of that kind are of a petty nature; as may be observed by the Sessions Calendar, quarterly. The nightly watch is well attended, and is doubled in the winter season; when it goes half-hourly; and the inhabitants are as secure in their beds as in the most retired village. The streets being in general well lighted with lamps, contributes much to the general security. Riots or tumultuous assemblies seldom occur, or are attended with any serious consequences.

A highway robbery, of any serious import, is rarely heard of in the neighbouring roads. Adventurers in that way have seldom succeeded; for as there are no lurking places for their security, and their retreat being cut off on one side by the river, the hue and cry, from the rarity of the occurrence, has always been so general as to ensure detection; even the town, from the vigilance of the police, will not afford a hiding place.

These securities from assault, may be considered as comforts not usually attendant on a large town. The *Mayor's Court* sits daily, within the Exchange, from eleven to three o'clock, for the purpose of regulating the order, decorum and police of the town. The *Sessions* are quarterly, for the trial of civil and criminal causes. The inflictions of the latter do not extend to death.

The *Government* of the town is vested in the Common Council, in the person of the Mayor, who is elected, annually, on St. Luke's day, the 18th of October, by the Burgesses. He has a personal allowance of 800l. a year for private contingences*. The Corporation can make by-laws for the regulation of the town.

The greatest part of the town is leaschold under the body corporate, for three lives, and

* The Earls of Derby have frequently been Mayors of Liverpool. The last was the late Earl, in 1734.

and a farther term of twenty-one years, with a ground rent; the lives always replaceable under a fixed fine*; which, with the tolls or town dues, produce a growing revenue, at present of 25,000l. a-year. This was ascertained in 1793, when the Corporation stood forward to assist the merchants at that distressing period, by an application to Parliament to enable them to issue negotiable notes on the security of their estate; of the value of which, the following was the statement then produced.

* This *tenure* has its advantages. It greatly accommodates the transfer of property, which is done at an easy expence, and without any uncertainty with respect to title, &c. A tenant may change any life, under fifty years of age, as often as he pleases, for a guinea each, with the further expence of about 3l. for the new lease. When a life drops, it may be renewed at the charge of a year's rent, deducting one-fifth as a compensation for taxes and repairs.

General

*General Account and Valuation of the Estate
and Revenue belonging to the Corporation of
Liverpool, taken the 21st of March, 1793.*

<i>Income for 1792.</i>	<i>L.</i>	<i>s.</i>	<i>d.</i>
Fines received for renewal of leases, .	2,270	14	4
Ground rents received for 1792,	1,027	1	10
Rents for buildings in possession, let to tenants at will,	5,166	17	6
Rents for land in possession, let to ditto, .	1,349	1	0
Amount of town's duties,	12,180	7	0
Graving docks,	1,701	16	5
Anchorage,	211	15	3
Small tolls called Ingates and Outgates, .	321	9	7
Weighing machine,	143	4	0
Rents of seats in St. George's church, .	268	11	0
Arrears of interest from the parish of Liverpool,	360	0	0
	<u>25,000</u>	<u>17</u>	<u>11</u>
<i>Interest and Annuities paid in 1792.</i>			
Annual interest upon the bond debts, principally at $4\frac{1}{2}$ per cent. per annum, .	15,835	14	3
Annuities upon bond,	2,109	12	10
	<u>17,945</u>	<u>7</u>	<u>1</u>
Balance in favour of the corporation, .	9,055	10	10
			<u>Valuation</u>

Valuation of the above articles, ad-	L.	s.	d.
ding that of land not built on,			
and the strand of the river, . . .	1,044,776	0	0
Valuation of the debt,	367,816	12	0
	<hr/>		
Balance in favour of the corporation,	676,959	8	0
Exclusive of a balance due from the			
trustees of the docks, and of the			
reversionary interest of certain			
lots of ground laid out for build-			
ing, both together estimated at . .	60,000	0	0
Exclusive also of public buildings,			
and ground appropriated to pub-			
lic purposes, valued at	85,000	0	0

Liverpool is a very ancient *Borough*, It has ten Charters. The first was granted by King John, in 1203; the last by George II. in 1752. It sends two members to Parliament.

The calamity of *fire* is equally the lot of every town; depending upon circumstances, in the variation of the extent. Such is the quality of the brick, of which the houses here are built, that they are capable of resisting the power of fire to a considerable degree;

so that when a fire happens in a house or warehouse, it is not liable to communicate to an adjoining house, under the assistance of fire engines *. A bell is placed in a central situation, to alarm the town in case of fire.

The decorum of the *Sabbath* is preserved in a manner highly grateful to the feelings of every one who venerates it. The bustle of the preceding six days, settles into a perfect quiescence in the seventh; an universal stillness prevails; and the various places of divine worship are well attended both morning and evening; when the public houses are shut; after which the superior families retire within themselves, while their domestics perambulate, in common with the mid- and inferior orders, the town and environs at their pleasure, retiring peaceably at an early hour.

Liverpool

* Here are three offices for Insurance from Fire, all well provided with engines, viz. Sun Fire, Royal Exchange and Phoenix Fire Offices.

Liverpool has on all occasions been distinguished for its loyalty. At present, seven companies of foot, and a troop of horse, have regularly formed and accoutred themselves; and five hundred artillery men are enrolled, and have practised the exercise of the guns of the fort and other batteries, amounting to fifty pieces of ordnance, of 18 and 32 pounders; the whole of whom came forward voluntarily, without any expence to the public, for the protection of the town and port, if the regular troops should be wanted to act elsewhere.

THE ENVIRONS.

The following sketch of the environs of the town, is given as a *guide* to the *stranger* who may wish to make excursions, to a greater or lesser extent.

The *north shore* never fails being a pleasant ride, either in a carriage or on horseback,
x in

in fine, warm weather ; especially when the wind is off the sea ; as it is very refreshing, and free from dust *. It will be advisable keep close to the shore, or else pursue some wheel tracks, to avoid the soft beds of clay that are interspersed, and which may be discovered by their dark colour and uneven surfaces.

Immediately on passing the Fort, when the tide will permit, will be discovered houses, with bathing machines, &c. which in the season are filled with families, chiefly manufacturers from the interior. The rest are fishing houses, and the boats on the adjoining bank, fishing-boats. This part of the shore in the bathing season, is covered, at the times of high water, with such a promiscuous throng of sexes and ages in the water, as bids as great defiance to decency as it does to the calculation of numbers. To the credit of the town, it must be observed, that

* The south shore is impassable in this way.

that the inhabitants contribute very little to the spectacle, as it is chiefly composed of the description of persons just named. About a mile along the shore, a sandy road turns off, round a neat house with trees, and crossing the canal, leads to the village of Kirkdale; Walton being on the left, along the great north road; and St. Domingo and Everton in front, whence several pleasant roads branch into the country, to form pleasant rides.

About three miles along the shore are the Bootle mills (one a paper mill) and the two Coffee-houses, or Hotels, mentioned at *page* 74; where genteel company resort for sea bathing and sea air, in the summer season. Here are public ordinaries, lodging and other permanent accommodations; and from hence a distinct view of the Rock Point and a favourable prospect of the sea may be obtained, as it discloses the track of ships to and from sea. The river at its entrance is so broad, that it has been conceived to resemble more an arm of the sea than a river. *Land-marks*, for directing the homeward-bound

bound ships into the river, will be observed near this place. Adjoining, the *springs* arise that work one of the mills; and which were named at *page* 140, as intended to be conveyed to Liverpool. The road from hence, after crossing the canal, leads to the village of Bootle, from whence, on the right, it proceeds to Kirkdale, lately mentioned. The straight direction, leads to Walton village and church; under which parish Liverpool once was subjected, (*see page* 86). This situation commands a good prospect. The church living, which is a *Rectory*. is a good one. All this is called *good*; yet a prospect of this kind is rarely pleasing, or highly grateful; since it is scarce possible to view it, in any direction, without contemplating the poor curacy in the back ground. Nothing personal is meant *here*; and from some late attempts in favour of the inferior clergy, their condition seems to be ameliorating.

The left is the north road to Ormskirk; where originated the formerly celebrated, but now nearly exploded, medicine for the
bite

bite of the mad dog. The right leads to Kirkdale and Liverpool. There is another pleasant road into the interior of the country.

About a mile beyond Bootle mills, along the shore and nearly in front, is the road to the village of *Crosby*, which may be discovered by the spire of the church; and about a mile from Crosby, is *Ince*, the residence of Mr. Blundell, where is a very fine selection of paintings, and of ancient statuary collected in Italy. They may, through the liberality of that gentleman, be viewed every Monday, by an order previously obtained. In the Temple, which is literally a Pantheon, that combines a Green House, we tread classic ground, in silent converse with original representatives of the deities of the heathen mythology—the effect is delightful. In addition to the rarities of this place, the owner's taste is displayed by an ornamental gate, which seems guarded by statues of a *lion* and *lioneſs*, of excellent sculpture. The whole is so disposed, that the *lioneſs*, upon the watch,
appears

appears to descry an approaching intruder, and is warning the couchant shaggy monarch of it; whose adverted eye, towards his watchful mate, announces his attention to her signal. The *Hesperian fruit* could not have been more formidably guarded; and the fruit here is worthy such guards.

A few miles farther along the shore, is *Formby*, remarkable for the best *potatoes* in the county; in the quality of which vegetable, Lancashire is so well known to excel. It is known that potatoes were first introduced into England from Ireland; and tradition says, that a vessel from Ireland with potatoes to London was by stress of weather driven on shore at Formby (as sometimes happens) and by that means they became first planted there. It is very remarkable that this so very valuable a vegetable should thus be cast upon the spot in England best calculated for its cultivation—it may truly be esteemed providential. The tradition receives strong support, from the culture of potatoes remaining so long chiefly confined to

to this county and this particular part of it. The real want of bread can never be felt while this charming, wholesome and productive vegetable is freely cultivated. When of a flowery quality, it is found from experience to be better adapted to a weak stomach, and to children and young persons, than bread.

In a backward direction from hence, at a short distance, is *Sefton church*; observed by its spire, which, with the church discover elegant Gothic taste. The inside of the church possesses much of the grandeur of ancient workmanship; especially the choir, which contains sixteen ornamented stalls, and a formerly splendid canopy. The monuments here are chiefly of the Molyneux family; one of which is dated so far back as A. D. 1439. The following inscription on one of the tombs in the chancel, discloses the style and poetry of the time :

Sir Richarde Molyneux Knighte & Dame Elenore his
Wyffe whose Soules God pdon.

Dame Worshope was my guide in life
And did my doinges guide;
Dame Wertue left me not alone
When Soule from Bodye hyed.
And thoughe that Deathe with dint of Darte
Hath brought my Corps on Sleepe,
The eternall God, my eternall Soule,
Eternally doethe kepe.

Sefton is a valuable *Rectory*; where the same reflections that were made at Walton, at present more strikingly offer.

There is a road back through *Litherland** to the shore, for a carriage, but which is sandy and heavy; and on the bank of the canal for a horse. The turnpike road adjoins; and which leads back to Liverpool. In approaching the town, the village of Everton, on the left, has a pleasing effect.

Two

* The Bowling Green at Litherland affords as charming a sea-prospect as can be well imagined, especially at high water.

Two pleasant outlets offer through Everton towards the village of *Derby*; and beyond that to Knowsley*, the seat of the *Earl of Derby*, near *Prescot*, at eight miles distance from Liverpool. This ancient mansion remains distinguished by its images on the top, its turrets, and ornamented chimnies. It contains an extensive and valuable collection of paintings. The grounds, gardens, park, &c. are on a large scale, and well disposed both by nature and art. This extensive domain has of late been visited by its noble possessor for a short annual period only; but which a recent event promises to prolong; and which must prove acceptable to a town and neighbourhood where the Countess's virtues and accomplishments were so early known and respected.

The road back will be the turnpike; on each side of which are interspersed several *villas*, chiefly the residences of the Liverpool merchants, &c. One or two roads branch off on the left to the villages of
Y *Childwall*

* This is situated in West Derby, from whence the Earl derives his title, and not from the town of that name in Derbyshire.

Childwall and *Woolton*, which are retired and pleasant, and also lead to the town through *Wa'tree*.

A ride from the town, through the three last named villages, is very pleasant. It begins by the *Wavertree* road (pronounced *Wa'tree*; see p. 80), passing through that village, three miles from the town, in a straight direction, a mile or two farther, to *Childwall*, pronounced *Childa*. The sudden break upon the country, on entering *Childwall*, has a wonderful effect; few inland prospects are more extended and engaging. Parts of many different counties may be seen from hence. Here is a *Coffee-house*, and a *bath* of remarkably cold and pure spring water. A grave stone in the church yard, with initials, has a date of eleven hundred and odd numbers.—The right, and west, direction passes *Childwall-hall*, and leads to the village of *Woolton*, pronounced *Wooton*; where is a pleasant villa at the farther end, with a fine prospect. A comfortable dinner, &c. may be had at *Mrs. Denton's*; where from the bowling-green, the prospect may be advantageously enjoyed. The road
backward,

backward, enters Wavertree nearly opposite the church. The good house to the left in front, upon an eminence, is *Mosley hill*; which displays elegance and chastity of design. — *Wavertree* is a pretty village, and pleasantly situated. It forms an agreeable contrast to the sea prospects nearer Liverpool. Here is a good Inn and Tavern, where regular *assemblies* are supported, in the summer season; composed of the neighbourhood, and company from the town. A well, near the pond, has the following singular inscription, of ancient date; which has been renewed.

Qui non dat quod habet,

Dæmon infra ridet.

A. D. 1414.

It appears from this Monkish inscription, that alms were formerly solicited there; as it threatens the parched and thirsty visitor, who has any thing to give and does not give it, with the notice of a *demon* below, no doubt in the bottom of the well. An old monastic-looking house formerly stood in the scite of the modern adjoining one; and as this is the only spring in the immediate neighbourhood,

neighbourhood, it is not improbable that the house was inhabited by some religious order, who might thus extort alms towards their support.—The church, which is modern, is pleasantly situated, and its size corresponds with that of the village and neighbourhood. It has an organ; and the same neatness prevails within as without.

Toxteth park, forms an eminence on the south end of the town, at a mile distance. From thence a very good view of *Cheshire*, the *Welch mountains*, and the upper part of the *Mersey*, may be obtained; as also part of the *Derbyshire hills*, or *English Appenines*, which form a long chain of mountains in a north and south direction, so as to constitute a middle boundary to the two coasts of the kingdom. This district chiefly belongs to the *Earl of Sefton*; who has an occasional residence, at *Croxteth*, in the neighbourhood. Some attempts were offered to improve it by building, &c. but as they were entrusted to his stewards, they were, of course, frustrated.

THE END.